

The
Railroads of Wisconsin
1827-1937

C. F. Hawley

Sept. 30, 1937

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In publishing this BULLETIN, the work of Mr. James P. Kaysen, the Society wishes to acknowledge its gratitude for the privilege of publishing same and to congratulate the author for the difficult task of collecting and arranging all of this data.

In the opinion of your Editor, works of this kind have a definite place in our program of publications and are of great historical value, not only to our members in that state and to all of the libraries who receive our publications, but to our entire membership. Furthermore, any of our Chapters whose members possess any surplus time and energy would do well to consider this data and the possibility of a similar publication for their own state. Here is a real project that our Chapter Officers might well consider. Certainly, Mr. Kaysen is to be commended for his efforts and congratulated in the compilation of this work in his native state.

HISTORY OF THE CONSTRUCTION OF WISCONSIN RAILROADS 1827 TO 1937

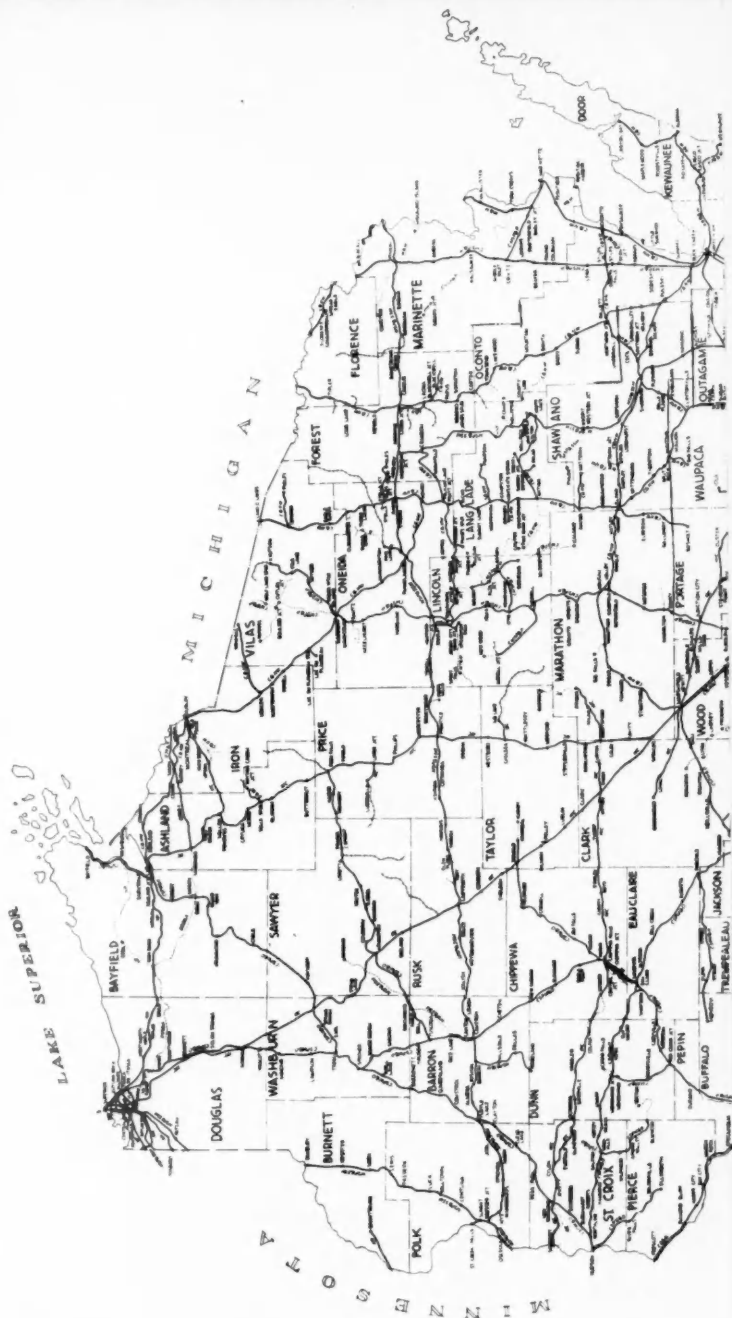
Compiled by JAMES P. KAYSEN
Civil Engineer, Madison, Wisconsin

FOREWORD

The extensive American railroad system was largely conceived and built in the period from 1827 to 1915. Due to several combined factors, the saturation point of railroad mileage in the United States was approximately reached coincidentally with the opening of the late World War. Since that time there has been a general tendency to improve existing lines and to eliminate such trackage that has outlived its economic usefulness. The compilation of detailed information concerning the physical development of this railroad system is necessarily a sizable undertaking. This history covers but one of the forty-eight states, Wisconsin, and is largely confined to statistical data to the exclusion of the more romantic aspect dealing with personalities, financial manipulations and the like.

The following chronological records cover each of the common-carrier steam railroads now operating in the state of Wisconsin. The first Wisconsin railroad was chartered in 1847, some twenty years after the inception of that form of transport in this country. At least two factors have had a marked influence on the railroad development of the state, first: its geographical position between the Great Lakes and the Northwest and, second: the vast timber resources of the north half of the state. The depletion of this forest wealth in many sections which are unsuitable for any other use than the growing of timber has meant economic starvation to many miles of railroad and accounts for most of Wisconsin's abandoned railroad mileage. On the other hand, a substantial agricultural and industrial traffic, plus the trunk line business to and from the Northwest, is sufficient to maintain nearly 7,000 miles of main track steam railroad. Fully 87 per cent. of this mileage is operated by the state's three dominant carriers: the Northwestern, Milwaukee and Soo Line systems.

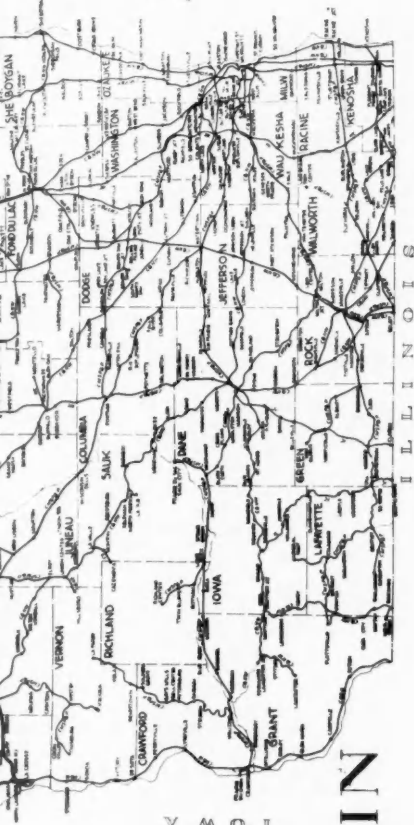
A uniform system has been followed in each of the following records. First is a chronological tabulation of construction and abandonment for each carrier. For each calendar year, the lines built are listed as to geographical location and mileage. A key number indicates the name of the corporation which built the line in question. Next is a statistical study of the cumulative mileage status at the end of each significant year up to 1936. Finally a corporate genealogy indicates the relation of the several building companies to the present owner. This includes only the corporations which have been or are active in Wisconsin. Only the basic information is given concerning the corporate history; in general, the dates of incorporation, consolidation or sale are given. In the interest of brevity, the numerous bankruptcy proceedings through which some of the carriers have passed are not included. The dates given are those on





MISSOURI

LAKES



IOWA

RAILROAD MAP of WISCONSIN

CORRECTED TO DEC. 31, 1936

LEGEND

- OPERATING COAST-TO-COAST STEAM RAILROADS ———
 - PRIVATE LINES (APPROXIMATE) ———
 - ABANDONED COAST-TO-COAST STEAM RAILROADS ———
 - (NOT ALL RAILROADS SHOWN IN THIS MAP)
- SCALE OF MILES
- 0 10 20 30 40 50
- COMPILED BY
JAMES H. HARRIS
CHICAGO, ILL.

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which the various acts or instruments were approved by the appropriate agent of the State of Wisconsin. This accounts for several apparent inconsistencies in the sequence of events as tabulated.

Mileage figures are from official sources for the most part but must not necessarily be accepted as correct at the present time for at least two reasons. In the first place, the length of any line can be easily and decisively changed by minor track changes at the junction points at the termini of the line. This is such a common practice that it is beyond the scope of this paper to cover all of these adjustments. Likewise, some of the branch lines included are classed by the carriers as yard tracks or sidings rather than as main track and, further, some of the lines listed here are actually classed as second or multiple main track. The policy followed in this record is to include all lines which have an essential bearing on the railroad history of the state.

In addition to the common-carrier roads of Wisconsin there are several private logging railroads still in operation. Inasmuch as these companies are not within the jurisdiction of any regulatory body, records concerning them are practically non-existent. These logging roads are listed in Appendix "A". Their number is but a fraction of those operating in Northern Wisconsin 15 or 20 years ago.

As noted above, this compilation covers only the common-carrier steam railroads which are *now* operating in Wisconsin. There were some forty-odd incorporated railroads operating in the state at various times in the past which have now been completely abandoned. In one or two cases parts of their lines were sold before the balance of the line was dismantled, as in the case of the La Crosse and Southeastern. Most of these carriers were associated with the lumber industry and the line of demarcation between common-carrier and private road is vague in some instances. The compilation of the history of these lines, which are listed in Appendix "B", has been deferred to a later date because of the difficulty of securing authentic information concerning them.

Appendix "C" lists the sources of information consulted in connection with this paper.

Summary of Operating Common-Carrier Railroads in Wisconsin 1936

	<i>Mileage</i>
1. Ahnapee and Western Railway Company	32.53
2. Cazenovia Southern Railroad Company (service suspended)	5.65
3. Chicago and North Western Railroad Company	2175.45
4. Chicago, Burlington & Quincy Railroad Company	228.98
5. Chicago, Milwaukee, St. Paul & Pacific Rail Road Company	1690.36
6. Chicago, St. Paul, Minneapolis and Omaha Railway Company	765.45
7. Dells and Northeastern Railway Company	5.85
8. The Duluth, South Shore & Atlantic Railway Company	33.61
9. Ettrick Railroad Company	10.03
10. Grand Trunk Milwaukee Car Ferry Company	—
11. Great Northern Railway Company	38.23
12. Green Bay and Western Railroad Company	234.52
13. Hillsboro and Northeastern Railway Company	5.37
14. Illinois Central Railroad Company	91.14
15. Interstate Transfer Railway Company	10.28

16.	Kewaunee, Green Bay and Western Railroad Company	37.75
17.	Lake Superior Terminal and Transfer Railway Company of the State of Wisconsin	
18.	Laona and Northern Railway Company	7.53
19.	Marinette, Tomahawk & Western Railroad Company	23.63
20.	Minneapolis, St. Paul & Sault Ste. Marie Railway Company	504.28
21.	Northern Pacific Railway Company	104.71
22.	Northwestern Coal Railway Company	2.50
23.	Oshkosh Transportation Company	
24.	Robbins Railroad Company	6.00
25.	Winona Bridge Railway Company58
26.	Wisconsin and Michigan Railroad Company	16.60
27.	The Wisconsin Central Railway Company	918.42
	Total	6949.45

AHNAPEE AND WESTERN RAILWAY COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1892	(1)	Casco Jct. to Algoma	14.00	14.00
1894	(1)	Algoma to Sturgeon Bay	18.53	18.53

Abandonments of Above Lines

None

Key to Building Company (See Column 2, above)

(1) Ahnapee and Western Railway Company

Statistical Record of Growth of A & W Ry Co. in Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1892	14.00	14.00			14.00
1894	18.53	32.53			32.53

Corporate History of Building Company in Wisconsin

(1) Ahnapee and Western Railway Company

Incorporated August 18, 1890.

Since November 12, 1906 the carrier has been controlled by Green Bay and Western Railroad Company.

CAZENOVIA SOUTHERN RAILROAD COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1909	(1)	La Valle to Cazenovia	5.65	5.65

Abandonments of Above Lines

None

Key to Building Company (See column 2, above)

- (1) Cazenovia and Sauk City Railroad Company

Statistical Record of Growth of C S R R Co in Wisconsin

No change in mileage since date of construction, 1909, 5.65 miles.

NOTES:

The line of this carrier was originally projected beyond Cazenovia to Richland Center.

In July 1935 several bridges on this line were badly damaged by a severe flood and service was suspended. The damage has not been repaired up to date (July 1936) and the line remains out of service although the steel has not been taken up except at one highway crossing.

Corporate History of Building Company in Wisconsin

- (1) Cazenovia and Sauk City Railroad Company

Incorporated January 2, 1909, successor to rights of:
LONE ROCK-LA VALLE RAILROAD COMPANY
Incorporated 1904
Dissolved 1907

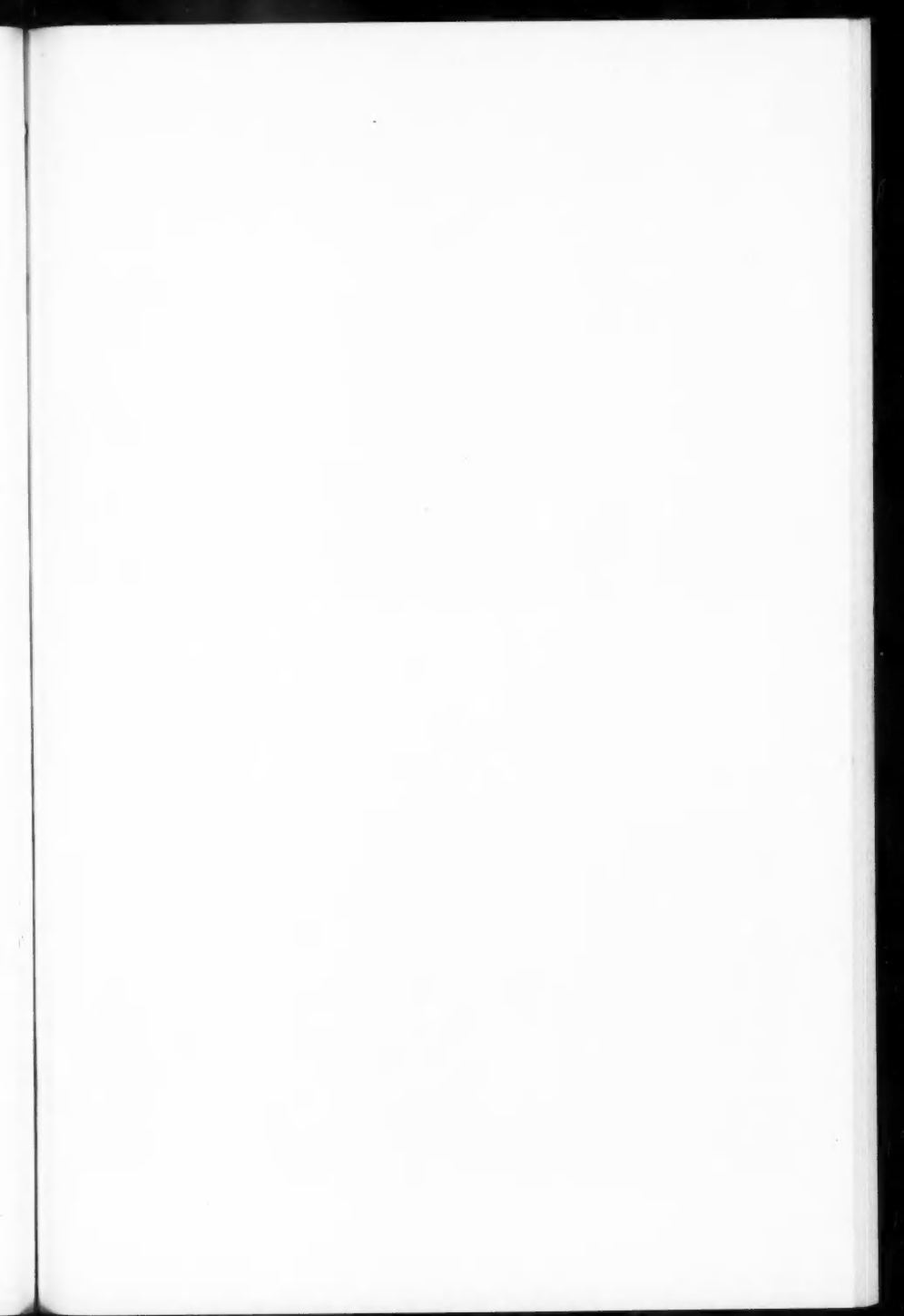
Deeded, December 19, 1913 to:

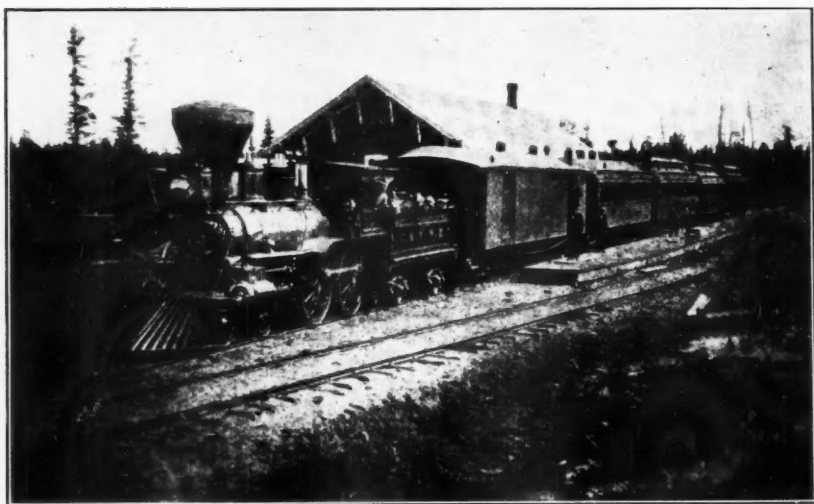
- (a) CAZENOVIA SOUTHERN RAILROAD COMPANY
Incorporated December 19, 1913

CHICAGO AND NORTHWESTERN RAILWAY COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1854	(1)	Minnesota Jct. to Fond du Lac	29.00	
1854	(2)	Elgin, Ill. to Genoa, Wis.52	29.52
1855	(3)	Carey, Ill. to Janesville	21.07	
1855	(4)	Milwaukee to Illinois State Line	40.40	61.47
1859	(5)	Janesville to Minnesota Jct.	57.00	
1859	(5)	Fond du Lac to Oshkosh	17.00	
1859	(6)	Sheboygan to Plymouth	13.90	87.90
1860	(7)	Beloit to Magnolia	16.10	
1860	(6)	Plymouth to Glenbeulah	5.70	21.80
1861	(5)	Oshkosh to Appleton	20.00	20.00
1862	(8)	Kenosha, Wis. to Rockford, Ill.	28.07	
1862	(5)	Appleton to Fort Howard (West Green Bay)	28.40	56.47
1864	(7)	Magnolia to Madison (South Madison)	31.80	31.80
1868	(9)	Glenbeulah to Fond du Lac	23.40	23.40
1870	(10)	Tower WJ (Winona Jct.) to Winona, Minn.	28.87	28.87
1871	(11)	Fort Howard to Marinette	49.45	
1871	(9)	Fond du Lac to Princeton	35.40	
1871	(12)	Genoa to Lake Geneva	8.70	
1871	(13)	Manitowoc to Brillion	21.30	114.85
1872	(14)	Lake Shore Jct. (Shorewood) to Sheboygan	48.50	
1872	(13)	Brillion to 1 mile east of Appleton	20.00	68.50
1873	(11)	Syene (Madison) to Tower WJ (Winona Jct.)	129.10	
1873	(15)	Milwaukee to Fond du Lac	62.63	
1873	(16)	Sheboygan to Manitowoc	25.20	216.93
1874	(17)	Galena, Ill. to Platteville	21.20	
1874	(16)	Two Rivers Jct. to Two Rivers	6.35	
1874	(13)	Appleton to 1 mile east of Appleton	1.00	28.55
1876	(18)	Appleton to New London	19.90	19.90
1877	(17)	Ipswich to south of Rewey	8.50	8.50
1878	(19)	Woodman to Lancaster	31.38	
1878	(18)	New London to Clintonville	16.20	47.58
1879	(11)	Water Power Extension at Appleton	3.63	
1879	(19)	Lancaster Jct. to south of Montfort Jct.	13.50	
1879	(18)	Clintonville to Tigerton	18.60	
1879	(18)	Hortonville to south of Larsen	11.40	47.13

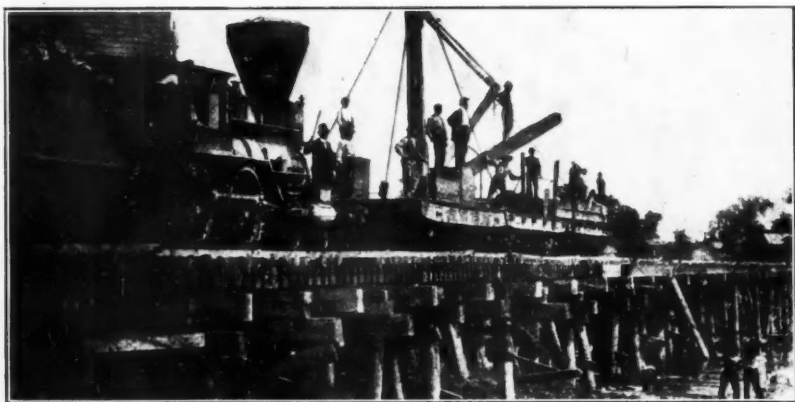




C. & N. W. "St. Paul" 4-4-0, Marinette, Wis.

Courtesy of F. A. Cole.

Humbly 1855



C. & N. W. "Delta" #141, 4-4-0. Bridge Construction near Neenah, Wis., 1873.

Courtesy of F. A. Cole.

Humbly 1864

Year Built	Co.	Line	Miles Built	Year's Total
1880	(20)	Menominee River to west of Florence	11.00	
1880	(19)	South of Rewey to south of Montfort Jct.	8.00	
1880	(18)	Tigerton to Eland	12.40	
1880	(18)	Eland to Aniwa	10.30	
1880	(18)	South of Larsen to Oshkosh	11.70	
1880	(18)	Eland to Wausau	23.87	
1880	(21)	Janesville to Afton	6.10	83.37
1881	(19)	Madison to Montfort Jct.	60.84	
1881	(18)	Aniwa to Summit Lake	26.42	87.26
1882	(22)	West of Florence to Crystal Falls, Mich.	2.73	
1882	(22)	Mine spurs near Florence 4.71 miles	—	
1882	(23)	Milwaukee to Madison	80.04	
1882	(18)	Summit Lake to Three Lakes	28.80	
1882	(18)	Monico to Rhinelander	15.70	
1882	(18)	Antigo to west of Bryant	5.00	
1882	(24)	Oconto to Stiles Jct.	10.00	142.27
1883	(25)	Trempealeau to Galesville	6.71	
1883	(18)	Three Lakes to State Line	31.00	
1883	(18)	Bryant to near Sherry Jct.	5.60	
1883	(18)	Sherry Jct. to Drexel (Kent)	1.85	
1883	(24)	Stiles Jct. to Oconto Falls	5.00	50.16
1884	(24)	Oconto Falls to Clintonville	41.00	
1884	(26)	Wyeville to Necedah	16.06	57.06
1885	(18)	Montreal River (Hurley) to Ashland	39.62	39.62
1886	(11)	Tower WJ (Winona Jct.) to La Crosse	3.96	
1886	(27)	Janesville to Evansville	15.68	19.64
1887	(18)	Hurley southwesterly	16.91	
1887	(18)	State Line westerly	2.33	
1887	(18)	Kelley to Schofield	2.25	21.49
1888	(28)	Lake Geneva to Williams Bay	6.00	
1888	(18)	Rhinelander to Lac du Flambeau	26.80	
1888	(29)	Pratt Jct. to near Jeffries Jct.	13.08	45.88
1889	(18)	Lac du Flambeau to Hurley	45.61	
1889	(18)	Parrish Jct. to Parrish	4.54	
1889	(18)	Near Jeffries Jct. to Harrison	4.45	
1889	(18)	Jeffries Jct. to Jeffries	2.11	
1889	(24)	Stiles Jct. to Stiles	2.43	59.14
1890	(18)	Stella Jct. to Stella	2.09	2.09
1892	(18)	Wausau to Marshfield	40.00	
1892	(18)	Hunting to Big Falls	5.48	
1892	(18)	Hiles Jct. to Hiles	9.12	
1892	(18)	Aniwa to Mattoon	9.59	64.19
1893	(18)	Lac du Flambeau Spur	2.50	
1893	(18)	Woodruff to Arbor Vitae	3.70	6.20
1895	(11)	Quinneseec, Mich. to Niagara, Wis.73	.73
1896	(11)	Mattoon to Mattoon Jct.	10.40	10.40

Year Built	Co.	Line	Miles Built	Year's Total
1897	(30)	Northern Jct. to Wabeno	46.11	46.11
1899	(11)	Wabeno to north of Laona	14.92	14.92
1900	(11)	Tower CF (north of Oshkosh) westerly	2.51	2.51
1901	(31)	Princeton to Marshfield	85.69	
1901	(31)	Tower NE (Nekoosa Jct.) to Nekoosa	6.88	
1901	(31)	Bannerman to Red Granite	7.85	
1901	(11)	Pelican to Crandon	17.84	
1901	(32)	Honzick's Siding to Ormsby	4.43	122.69
1903	(11)	Antigo to Casper	16.62	
1903	(11)	Eland to Rosholt	19.74	
1903	(11)	North Freedom to La Rue	3.07	39.43
1904	(11)	Blackwell Jct. to Rat River	9.22	9.22
1905	(11)	Mercer to Winegar	19.49	19.49
1906	(11)	North of Laona to Brule River	28.60	
1906	(11)	Conover to Phelps	9.33	
1906	(11)	Near Sherry Jct. to Elton	5.68	
1906	(33)	Manitowoc to Green Bay	36.25	
1906	(33)	Duck Creek to Gillett	29.74	
1906	(34)	St. Francis to Illinois State Line	33.78	143.38
1907	(11)	Marathon City to Rib Falls	4.75	
1907	(11)	Elton to Wolf River Jct.	6.60	
1907	(11)	Millbrig to Hazel Green	2.70	
1907	(11)	Sheboygan Cut-Off	4.12	
1907	(33)	Pulaski to Eland	47.69	
1907	(35)	Wolf River Jct. to near Van Ostrand	1.98	67.84
1908	(11)	St. Francis to Bay View	2.38	
1908	(11)	Bryant to Polar	3.24	5.62
1911	(36)	Wiscona to Necedah	133.15	
1911	(36)	West Allis to Butler Jct.	8.14	
1911	(11)	Tower SW to Easton (Shorewood)	1.02	142.31
1912	(36)	Wyeville to Sparta	23.02	23.02
1914	(11)	Koepenick to Pearson	8.74	8.74
1916	(11)	Bonita to County Line (Linguist Spur)	15.54	15.54
1919	(37)	Pine River Jct. northerly (Heinneman Spur)	6.09	6.09
1922	(11)	Extension on Heinneman Spur	2.62	2.62
1928	(11)	Wiscona to Fox Point	2.84	2.84

Abandonments of Above Lines by C & N W Ry. Co.

Year Taken Up		Miles	Year's Total
1873	Syene to South Madison	3.00	3.00
1911	Old line at Necedah classified as side track and later abandoned	3.01	3.01

Year Taken Up	Line	Miles Built	Year's Total
1915	Woodruff to Arbor Vitae	3.70	3.70
1917	State Line westerly	2.33	
1917	Pence westerly (all trackage)	9.91	12.24
1918	Near Stella Jct. to Stella	1.96	1.96
1926	Fennimore to Woodman (narrow gauge)	16.40	16.40
1927	White Lake to end of track	1.33	1.33
1929	Shorewood to Fox Point	4.29	
1929	Tower SW to Easton (Shorewood)	1.02	
1929	Antigo to Casper and Heinneman Line	25.33	
1929	West end of Linquist Spur	6.39	37.03
1930	West end of Linquist Spur	1.98	
1930	Stella Jct. to end of track	0.13	2.11
1931	Ormsby to end of track	0.10	
1931	Hazel Green to end of track	0.03	0.13
1932	Stiles Jct. to Stiles	2.43	2.43
1933	Mattoon to Mattoon Jct.	9.13	9.13
1934	Bonita to end of track (Linquist Line)	7.12	7.12

Key to Building Companies (See Column 2, pages 8-10)

- (1) Rock River Valley Union Railroad Company
- (2) Fox River Valley Railroad Company
- (3) The Chicago, St. Paul and Fond du Lac Rail Road Company
- (4) Green Bay, Milwaukee and Chicago Rail Road Company
- (5) Chicago and North Western Railway Company (of 1859)
- (6) Sheboygan and Mississippi Rail Road Company
- (7) Beloit and Madison Rail Road Company
- (8) Kenosha, Rockford and Rock Island Railroad Company
- (9) Sheboygan and Fond du Lac Rail Road Company
- (10) La Crosse, Trempealeau and Prescott Railroad Company
- (11) Chicago and North Western Railway Company (of 1864)
- (12) The State Line and Union Railroad Company
- (13) The Appleton and New London Railway Company
- (14) Milwaukee, Manitowoc and Green Bay Railroad Company
- (15) Northwestern Union Railway Company
- (16) Milwaukee, Lake Shore and Western Railroad Company
- (17) Galena and Southern Wisconsin Railroad Company
- (18) Milwaukee, Lake Shore and Western Railway Company
- (19) The Chicago and Tomah Railroad Company
- (20) Menominee Railway Company
- (21) Rock River Railway Company
- (22) Menominee River Railroad Company
- (23) Milwaukee and Madison Railway Company
- (24) St. Paul Eastern Grand Trunk Railway Company

- (25) Galesville and Mississippi River Railroad Company
- (26) Princeton and Western Railway Company
- (27) Janesville and Evansville Railway Company
- (28) Lake Geneva and State Line Railway Company
- (29) The Wolf and Wisconsin Rivers Railroad Company
- (30) Wisconsin Northern Railway Company
- (31) Princeton and North Western Railway Company
- (32) Northern Woodland Company
- (33) Manitowoc, Green Bay and North-Western Railway Company
- (34) Milwaukee and State Line Railway Company
- (35) Wolf River Valley Railway Company
- (36) Milwaukee, Sparta and North Western Railway Company
- (37) B. Heinneman Lumber Company

Note

The following lines of the C & N W Ry Co were originally built narrow-gauge and later converted to standard-gauge with the exception of the Fennimore-Woodman line which was maintained as narrow gauge until abandoned in 1926.

Galena, Ill. to Woodman	66.54
Ipswitch to Platteville	4.00
Lancaster Jct. to Lancaster	12.04
Total	82.58

Statistical Record of Growth of C. & N. W. Ry. Co.—Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1854	29.52	29.52			29.52
1855	61.47	90.99			90.99
1856	—	90.99			90.99
1857	—	90.99			90.99
1858	—	90.99			90.99
1859	87.90	178.89			178.89
1860	21.80	200.69			200.69
1861	20.00	220.69			220.69
1862	56.47	277.16			277.16
1863	—	277.16			277.16
1864	31.80	308.96			308.96
1865	—	308.96			308.96
1866	—	308.96			308.96
1867	—	308.96			308.96
1868	23.40	332.36			332.36
1869	—	332.36			332.36
1870	28.87	361.23			361.23
1871	114.85	476.08			476.08
1872	68.50	544.58			544.58
1873	216.93	761.51	3.00	3.00	758.51
1874	28.55	790.06		3.00	787.06
1875	—	790.06		3.00	787.06
1876	19.90	809.96		3.00	806.96
1877	8.50	818.46		3.00	815.46
1878	47.58	866.04		3.00	863.04
1879	47.13	913.17		3.00	910.17

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1880	83.37	996.54		3.00	993.54
1881	87.26	1083.80		3.00	1080.80
1882	142.27	1226.07		3.00	1223.07
1883	50.16	1276.23		3.00	1273.23
1884	57.06	1333.29		3.00	1330.29
1885	39.62	1372.91		3.00	1369.91
1886	19.64	1392.55		3.00	1389.55
1887	21.49	1414.04		3.00	1411.04
1888	45.88	1459.92		3.00	1456.92
1889	59.14	1519.06		3.00	1516.06
1890	2.09	1521.15		3.00	1518.15
1891	—	1521.15		3.00	1518.15
1892	64.19	1585.34		3.00	1582.34
1893	6.20	1591.54		3.00	1588.54
1894	—	1591.54		3.00	1588.54
1895	0.73	1592.27		3.00	1589.27
1896	10.40	1602.67		3.00	1599.67
1897	46.11	1648.78		3.00	1645.78
1898	—	1648.78		3.00	1645.78
1899	14.92	1663.70		3.00	1660.70
1900	2.51	1666.21		3.00	1663.21
1901	122.69	1788.90		3.00	1785.90
1902	—	1788.90		3.00	1785.90
1903	39.43	1828.33		3.00	1825.33
1904	9.22	1837.55		3.00	1834.55
1905	19.49	1857.04		3.00	1854.04
1906	143.38	2000.42		3.00	1997.42
1907	67.84	2068.26		3.00	2065.26
1908	5.62	2073.88		3.00	2070.88
1909	—	2073.88		3.00	2070.88
1910	—	2073.88		3.00	2070.88
1911	142.31	2216.19	3.01	6.01	2210.18
1912	23.02	2239.21		6.01	2233.20
1913	—	2239.21		6.01	2233.20
1914	8.74	2247.95		6.01	2241.94
1915	15.54	2263.49	3.70	9.71	2253.78
1916	—	2263.49		9.71	2253.78
1917	—	2263.49	12.24	21.95	2241.54
1918	—	2263.49	1.96	23.91	2239.58
1919	6.09	2269.58		23.91	2245.67
1920	—	2269.58		23.91	2245.67
1921	—	2269.58		23.91	2245.67
1922	2.62	2272.20		23.91	2248.29
1923	—	2272.20		23.91	2248.29
1924	—	2272.20		23.91	2248.29
1925	—	2272.20		23.91	2248.29
1926	—	2272.20	16.40	40.31	2231.89
1927	—	2272.20	1.33	41.64	2230.56
1928	2.84	2275.04	—	41.64	2233.40
1929	—	2275.04	37.03	78.67	2196.37
1930	—	2275.04	2.11	80.78	2194.26
1931	—	2275.04	0.13	80.91	2194.13
1932	—	2275.04	2.43	83.34	2191.70
1933	—	2275.04	9.13	92.47	2182.57
1934	—	2275.04	7.12	99.59	2175.45
1935	—	2275.04	—	99.59	2175.45

Corporate History of Building Companies in Wisconsin

(1) Rock River Valley Union Railroad Company

Incorporated August 19, 1848 as:

MADISON AND BELOIT RAILROAD COMPANY

Name changed, February 9, 1850 to (1)

Consolidated July 5, 1855 with:

(a) ILLINOIS AND WISCONSIN RAILROAD COMPANY

Incorporated January 7, 1852

To form (3)

(2) Fox River Valley Railroad Company

Incorporated June 18, 1852

Deeded March 12, 1860 to:

(a) THE ELGIN AND STATE LINE RAILROAD COMPANY

Incorporated February 12, 1859

Consolidated October 27, 1880 with (12) to form:

(b) THE ELGIN AND STATE LINE RAILROAD COMPANY

Incorporated October 27, 1880

Consolidated, January 10, 1881 with:

(c) THE ST. CHARLES RAILROAD COMPANY

Incorporated February 18, 1859

To form:

(d) THE ELGIN AND STATE LINE RAILROAD
COMPANY

Incorporated January 10, 1881

Conveyed by deed to (11), June 13, 1883

(3) The Chicago, St. Paul and Fond du Lac Rail Road Company

Incorporated July 5, 1855, a consolidation of (1) and (1a)

Consolidated April 13, 1857 with:

(a) WISCONSIN AND SUPERIOR RAIL ROAD COMPANY

Incorporated October 11, 1856

To form

(b) THE CHICAGO, ST. PAUL AND FOND DU LAC RAIL ROAD
COMPANY

Incorporated February 12, 1857

Consolidated May 19, 1857 with:

(c) MARQUETTE AND STATE LINE RAIL ROAD COM-
PANY

Incorporated January 16, 1857

To form

(d) THE CHICAGO, ST. PAUL AND FOND DU LAC RAIL
ROAD COMPANY

Incorporated May 21, 1857

Consolidated May 18, 1857 with:

(e) ONTONAGON AND STATE LINE RAIL ROAD
COMPANY

Incorporated August 20, 1856

To form:

(f) THE CHICAGO, ST. PAUL AND FOND DU LAC
RAIL ROAD COMPANY

Incorporated May 18, 1857

Deeded, July 1, 1859 to (5)

(4) Green Bay, Milwaukee and Chicago Rail Road Company

Incorporated March 13, 1851

Name changed March 6, 1857 to:

(a) THE MILWAUKEE AND CHICAGO RAILROAD COMPANY

Consolidated June 22, 1863 with:

(b) CHICAGO AND MILWAUKEE RAILROAD COMPANY

Incorporated February 17, 1851 as:

(c) ILLINOIS PARALLEL RAILROAD COMPANY

Name changed to (b), February 5, 1853

To form:

(d) CHICAGO AND MILWAUKEE RAILWAY COMPANY

Incorporated June 22, 1863

Consolidated January 11, 1881 with (15) to form:

(e) CHICAGO AND MILWAUKEE RAILWAY COMPANY

Incorporated January 15, 1881

Consolidated April 12, 1881 with (23) and:

(f) SHEBOYGAN AND WESTERN RAILROAD COMPANY

Incorporated April 6, 1880

To form

(g) CHICAGO, MILWAUKEE AND NORTH WESTERN RAILWAY COMPANY

Incorporated April 12, 1881

Deeded, June 13, 1883 to (11)

(5) Chicago and North Western Railway Company

Incorporated March 14, 1859

Consolidated June 2, 1864 with:

(a) GALENA AND CHICAGO UNION RAIL ROAD COMPANY

Incorporated February 15, 1855

To form (11)

(6) Sheboygan and Mississippi Rail Road Company

Incorporated March 8, 1852

Sold, March 2, 1861 to Samuel L. Benson who organized (9)

(7) Beloit and Madison Rail Road Company

Incorporated February 18, 1852 as:

(a) BELOIT AND MADISON RAIL ROAD COMPANY

Reorganized September 18, 1862 as (7)

Deeded to (11) January 10, 1871

NOTE: These two companies are considered the same here, that is, building company (7)

(8) Kenosha, Rockford and Rock Island Railroad Company

Incorporated October 25, 1857, a consolidation (October 25, 1857) of:

(a) THE ROCKFORD AND MISSISSIPPI RAILROAD COMPANY

Incorporated January 28, 1857

and

(b) KENOSHA, ROCKFORD AND ROCK ISLAND RAIL ROAD COMPANY

Incorporated March 5, 1857, a consolidation (September 8, 1857) of:

(c) THE KENOSHA AND ROCKFORD RAILROAD COMPANY

Incorporated January 20, 1857

and

(d) THE KENOSHA AND ROCKFORD RAILROAD COMPANY

Incorporated March 4, 1853 as:

(e) KENOSHA AND BELOIT RAILROAD COMPANY

Name changed to (d), February 14, 1857

Sold, January 7, 1864 to purchasers who organized:

(f) KENOSHA AND STATE LINE RAILROAD COMPANY

Organized January 15, 1864 (Articles of incorporation not filed)

Consolidated January 19, 1864 with:

(g) DIXON, ROCKFORD AND STATE LINE RAILROAD COMPANY

Incorporated January 8, 1864

To form:

(h) DIXON, ROCKFORD AND KENOSHA RAILWAY COMPANY

Incorporated January 23, 1864

Deeded to (5), January 23, 1864

(9) Sheboygan and Fond du Lac Rail Road Company

Incorporated March 19, 1861, successor to (6)

Deeded, April 10, 1880 to (4f)

(10) La Crosse, Trempealeau and Prescott Railroad Company

Incorporated March 6, 1857

Deeded, September 6, 1877 to (11)

(11) Chicago and North Western Railway Company

Incorporated June 20, 1864, a consolidation (June 2, 1864) of (5) and (5a)

(12) The State Line and Union Railroad Company

Incorporated March 2, 1871

Consolidated October 27, 1880 with (2a) to form (2b)

(13) The Appleton and New London Railway Company

Incorporated April 9, 1866

Line: Manitowoc to 1 mile east of Appleton sold to (16), June 1, 1872

Line: Appleton to 1 mile east sold to organizer of (18), December 10, 1875

(14) Milwaukee, Manitowoc and Green Bay Railroad Company

Incorporated March 10, 1870

Name changed June 1, 1872 to (16)

(15) Northwestern Union Railway Company

Incorporated February 25, 1871 as:

MILWAUKEE AND NORTHWESTERN RAILWAY COMPANY

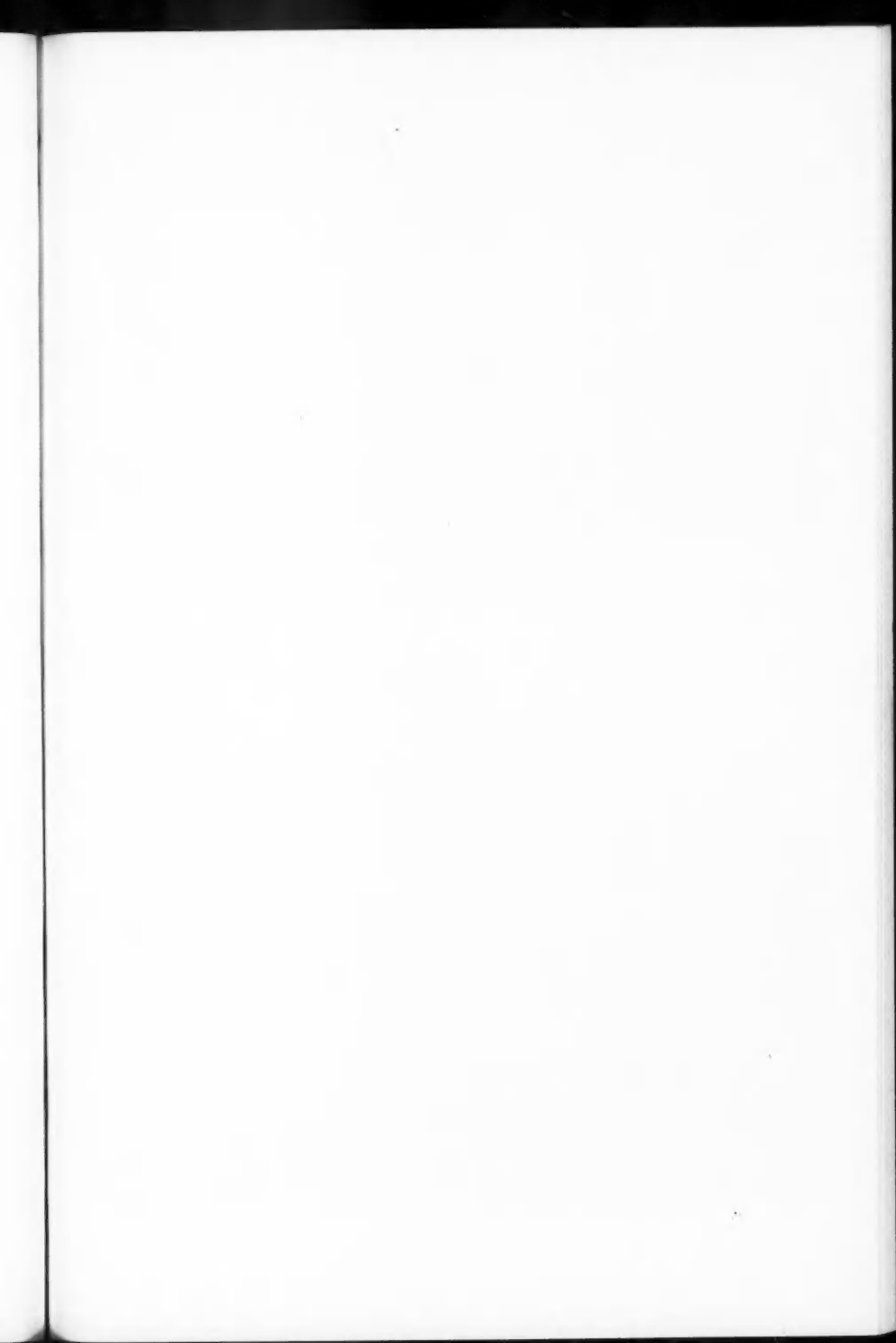
Name changed May 3, 1872 to (15)

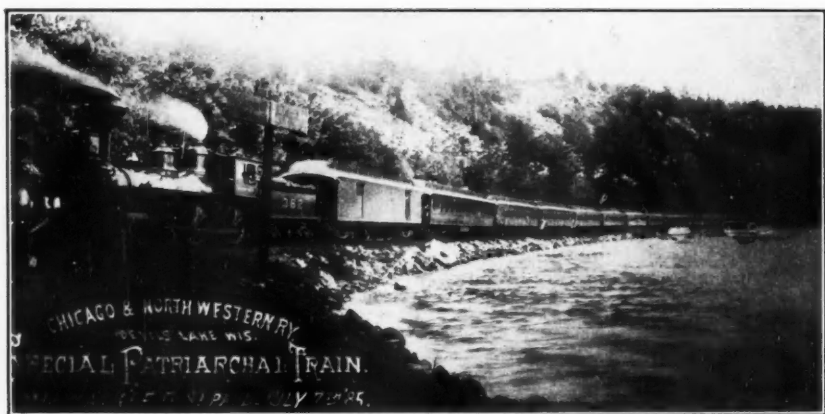
Consolidated January 11, 1881 with (4d) to form (4e)

(16) Milwaukee, Lake Shore and Western Railroad Company

Name of (14) changed to (16) June 1, 1872

Reorganized December 11, 1875 as (18)





C. & N. W. 362, Class B-1, Devil's Lake, Wis., 7-7-1885.

Courtesy of F. A. Cole.



C. & N. W. Tracks across Devils Lake, 1930.

Courtesy of F. B. Ritzman.

(17) Galena and Southern Wisconsin Railroad Company

Incorporated March 2, 1857

Reorganized May 15 & 16, 1879 as two companies:

(a) GALENA AND WISCONSIN RAILROAD COMPANY

Illinois Corporation, Incorporated May 15, 1879

Consolidated August 16, 1879 with (b) to form (c)

and,

(b) GALENA AND WISCONSIN RAILROAD COMPANY

Wisconsin Corporation, Incorporated May 16, 1879

Consolidated August 16, 1879 with (a) to form (c)

These two corporations consolidated August 16, 1879 to form:

(c) THE GALENA AND WISCONSIN RAILROAD COMPANY

Incorporated August 16, 1879, a consolidation of (a) and (b)

Consolidated August 31, 1880 with (19) to form:

(d) THE CHICAGO AND TOMAH RAILROAD COMPANY

Incorporated August 31, 1880

Consolidated December 3, 1880 with:

(e) MILWAUKEE AND MADISON RAILWAY COMPANY

Incorporated May 18, 1880

To form: (23)

(18) Milwaukee, Lake Shore and Western Railway Company

Incorporated December 11, 1875, successor to (13) and (16)

Consolidated May 4, 1883 with:

VIEUX DESERT AND LAKE SUPERIOR RAILROAD COMPANY

Incorporated September 28, 1881

To form

(18) Milwaukee, Lake Shore and Western Railway Company

Incorporated May 3, 1884

Sold, August 19, 1893 to (11)

NOTE: Although there were two corporations by title of (18), they may be actually considered as one.

(19) The Chicago and Tomah Railroad Company

Incorporated October 21, 1872

Consolidated August 31, 1880 with (17c) to form (17d)

(20) Menominee Railway Company

Incorporated November 21, 1879

Consolidated November 15, 1880 with:

(a) MENOMINEE RIVER RAILROAD COMPANY

Organized February 9, 1875

To form (22)

(21) Rock River Railway Company

Incorporated March 19, 1880

Sold, March 16, 1883 to (11)

(22) Menominee River Railroad Company

Incorporated November 15, 1880, a consolidation of (20) and (20a)

Deeded, October 3, 1882 to (11)

(23) Milwaukee and Madison Railway Company

Incorporated December 3, 1880, a consolidation of (17d) and (17e)

Consolidated April 12, 1881 with (4f) and (4e) to form (4g)

(24) St. Paul Eastern Grand Trunk Railway Company

Incorporated September 5, 1879

Sold March 1, 1913 to (11)

- (25) **Galesville and Mississippi River Railroad Company**
Incorporated April 6, 1882
Sold March 16, 1883 to (11)
- (26) **Princeton and Western Railway Company**
Incorporated August 4, 1883
Sold January 15, 1912 to (36)
- (27) **Janesville and Evansville Railway Company**
Incorporated April 16, 1886
Sold May 6, 1887 to (11)
- (28) **Lake Geneva and State Line Railway Company**
Incorporated August 9, 1887
Sold June 10, 1889 to (11)
- (29) **The Wolf and Wisconsin Rivers Railroad Company**
Incorporated September 7, 1885
Sold January 15, 1889 to (18)
- (30) **Wisconsin Northern Railway Company**
Incorporated February 12, 1896
Sold September 10, 1897 to (11)
- (31) **Princeton and North Western Railway Company**
Incorporated June 12, 1900
Sold June 8, 1901 to (11)
- (32) **Northern Woodland Company**
No information. (Not a common carrier; timber operator)
- (33) **Manitowoc, Green Bay and North-Western Railway Company**
Incorporated November 22, 1904
Sold January 30, 1909 to (11)
- (34) **Milwaukee and State Line Railway Company**
Incorporated February 11, 1905
Sold January 30, 1909 to (11)
- (35) **Wolf River Valley Railway Company**
Incorporated June 14, 1906
Sold April 30, 1920 to (11)
- (36) **Milwaukee, Sparta and North Western Railway Company**
Incorporated August 6, 1909
Sold April 1, 1912 to (11)
- (37) **B. Heinneman Lumber Company**
No information. (Not a common carrier; timber operator)

The following Company was acquired by (11) but constructed no Railroad:

BARABOO AIRLINE RAILROAD COMPANY

Incorporated March 8, 1870

September 9, 1870 acquired:

MADISON, LODI AND BARABOO RAILROAD COMPANY

Incorporated March 29, 1864

Sold to (11), March 10, 1871

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1886	(1)	Illinois State Line (East Dubuque) to Minnesota State Line (Prescott)	221.84	221.84
1887	(1)	Grand Crossing to North La Crosse	1.47	
1887	(1)	East Winona toward Winona	0.47	
1887	(1)	La Crosse Cut-Off (Freight Line)	5.20	7.14

Abandonments of Above Lines

None

Key to Building Company (See Column 2, Above)

(1) Chicago, Burlington and Northern Railroad Company

Statistical Record of Growth of C B & Q R R Co—Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1886	221.84	221.84	—	—	221.84
1887	7.14	228.98			228.98

NOTES:

Since 1900 the line from East Dubuque, Ill. to Prescott, Wis. has been practically rebuilt, most of it being now double track. There has been considerable relocation but the new line does not deviate from the old to a large extent.

Corporate History of Building Companies in Wisconsin

(1) Chicago, Burlington & Northern Railroad Company

Incorporated October 21, 1885, a consolidation (October 21, 1885) of:

(a) CHICAGO, BURLINGTON AND NORTHERN RAILROAD COMPANY (OF MINNESOTA)

Incorporated August 28, 1885

and

(b) CHICAGO, BURLINGTON AND NORTHERN RAILROAD COMPANY (OF WISCONSIN)

Incorporated August 28, 1885

Acquired October 12, 1885:

(c) WINONA, ALMA AND NORTHERN RAILWAY COMPANY

Incorporated August 20, 1883

Sold, June 1, 1899 to

(d) THE CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY

Incorporated July 14, 1856

Name changed June 24, 1914 to:

(e) CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1850	(1)	Milwaukee to Elm Grove (via Wauwatosa)	10.00	10.00
1851	(1)	Elm Grove to Waukesha	10.70	10.70
1852	(1)	Waukesha to Milton	41.50	41.50
1853	(2)	Milton to Janesville	8.10	26.60
1853	(3)	Milton to Stoughton	18.50	
1854	(3)	Stoughton to Madison	15.50	23.50
1854	(4)	Chestnut St. (Milw.) to North Milwaukee	8.00	
1855	(4)	North Milwaukee to Horicon	44.68	137.21
1855	(5)	Horicon to Waupun	14.00	
1855	(6)	Brookfield to Watertown	31.80	
1855	(7)	Racine to Delevan	46.73	
1856	(7)	Delevan to Beloit	22.58	156.17
1856	(4)	Horicon to Portage	47.59	
1856	(5)	Waupun to Ripon	15.00	
1856	(3)	Madison to Boscobel	71.00	
1857	(5)	Ripon to Berlin	12.00	191.59
1857	(3)	Boscobel to Prairie du Chien	28.00	
1857	(3)	Janesville to Monroe	34.00	
1857	(8)	Portage to New Lisbon	43.03	
1857	(8)	Watertown to Columbus	18.80	
1857	(9)	Watertown to Sun Prairie	24.48	
1857	(10)	Illinois State Line to Mineral Point	31.28	
1858	(8)	New Lisbon to North La Crosse	61.30	61.30
1859	(11)	Beloit to Illinois State Line	0.27	0.27
1860	(12)	Rush Lake Jct. to Omro	9.56	9.56
1864	(13)	Columbus to Portage	28.20	41.50
1864	(13)	Milwaukee to Brookfield (via West Allis)	13.00	
1864	(13)	Extension at Berlin	.30	
1866	(14)	Fox Lake Jct. to Fox Lake	2.70	2.70
1868	(15)	Calamine to Belmont	9.60	14.93
1868	(13)	Omro to Winneconne	5.33	
1868	(13)	Muskego Yard Cut-Off (Milwaukee)	—	
1869	(13)	Grand Ave. Jct. to North Milwaukee	6.17	18.17
1869	(13)	Sun Prairie to Madison	12.00	
1870	(16)	Madison to Portage	33.01	70.84
1870	(17)	Elkhorn to Eagle	16.59	
1870	(15)	Belmont to Platteville	7.54	
1870	(18)	North Milwaukee to Cedarburg	13.70	

Year Built	Co.	Line	Miles Built	Year's Total
1871	(19)	Ripon to Oshkosh	19.08	
1871	(20)	Reed St. (Milw.) to Illinois State Line	37.59	
1871	(18)	Cedarburg to Hilbert Jct.	63.30	
1871	(18)	Hilbert Jct. to Menasha	15.70	135.67
1871	(20)	Bay View Spur, Milwaukee	—	
1873	(18)	Hilbert Jct. to Green Bay	27.00	
1873	(21)	Tomah to Wisconsin Rapids	45.04	72.04
1874	(18)	Green Bay to Fort Howard80	
1874	(22)	Prairie du Chien to Iowa State Line	1.75	
1874	(21)	Wisconsin Rapids to Wausau	42.70	
1874	(23)	North La Crosse to La Crosse	1.30	46.55
1875	(23)	North La Crosse to Minnesota State Line	1.39	
1875	(21)	Schofield to Kelley	2.60	3.99
1876	(21)	Wausau to one mile north	1.00	
1876	(24)	Lone Rock to Richland Center	16.22	17.22
1876	(23)	La Crosse Bridge opened over Mississippi	—	
1877	(25)	New Lisbon to Necedah	13.02	
1877	(26)	Iron Ridge to Fond du Lac	28.52	41.54
1878	(27)	Viroqua Jct. to Melvina	12.91	12.91
1878	(23)	Cement Mills Spur, Milwaukee	—	
1879	(27)	Melvina to Viroqua	19.26	
1879	(21)	One mile north of Wausau to Merrill	18.53	37.79
1880	(28)	Janesville to Beloit	13.86	
1880	(23)	Brodhead to Albany	7.00	
1880	(29)	Menasha to Appleton	4.70	25.56
1881	(23)	Monroe to Shullsburg	33.74	
1881	(23)	Mazomanie to Prairie du Sac	10.37	
1881	(30)	Menasha to Neenah	1.39	
1881	(31)	Fort Howard to one mile south of Stiles	24.40	69.90
1882	(31)	One mile south of Stiles to Coleman	15.10	
1882	(23)	Beaver Dam Jct. to Beaver Dam	2.09	
1882	(32)	Minnesota State Line to Eau Claire	46.47	
1882	(32)	Red Cedar Jct. to Cedar Falls	20.67	84.33
1883	(33)	Babcock to Pittsville	9.97	
1883	(33)	Vesper Jct. to Vesper	8.42	
1883	(23)	Chippewa Falls to Eau Claire	14.30	
1883	(31)	Coleman to Wausaukee	22.20	
1883	(34)	North La Crosse to Onalaska	3.62	
1883	(23)	At Chippewa Falls, joint with Wis. Cent.	1.63	60.14
1884	(31)	Wausaukee to Amberg	9.88	
1884	(31)	Crivitz to Marinette	20.40	
1884	(35)	Marinette to Michigan State Line28	
1884	(36)	Brandon to Markesan	11.49	42.05
1884	(23)	Fox Lake branch rebuilt for steam operation	—	
1886	(23)	Reed St. to 8th St., Milwaukee, Union Depot Line...	1 15	
1886	(31)	Amberg to Michigan State Line	20.12	21.27

Year Built	Co.	Line	Miles Built	Year's Total
1887	(37)	Dexterville to Progress	15.00	
1887	(23)	Merrill to Minocqua	54.23	
1887	(23)	Mather to Alva	13.63	
1887	(23)	Albany to New Glarus	15.78	98.64
1888	(23)	Alva to Goodyear	2.54	
1888	(23)	Lapham Jct. to Zeda	3.00	
1888	(37)	Progress to 2½ miles north	2.50	8.04
1889	(37)	2½ miles north of Progress to Lynn	4.95	
1889	(38)	Green Bay to East River	0.61	
1889	(39)	Oconto Jct. to Oconto	11.94	
1889	(40)	Granville to Sussex	11.50	
1889	(45)	Vesper to Arpin	5.50	34.50
1890	(41)	Necedah to Babcock	20.00	
1890	(41)	Lynn to 2 miles northwest	2 16	
1890	(42)	At Fond du Lac	2.30	
1890	(44)	Wausaukee westerly	2.78	27.24
1891	(43)	Wauzeka to Soldiers Grove	34.25	34.25
1892	(23)	Northwest of Lynn to Romadka	3.18	
1892	(38)	West of Wausaukee to Girard Jct.	14.87	18.05
1895	(23)	Minocqua to Star Lake	18.80	18.80
1896	(23)	Nekoosa Spur	2.92	2.92
1897	(43)	Soldiers Grove to La Farge	17.72	
1897	(46)	Sussex to North Lake	8.58	26.30
1899	(23)	Relocation at Prairie du Chien	1.69	1.69
1900	(47)	Janesville to Illinois State Line	34.57	34.57
1900	(23)	Air Line Yard Cut-Off, Milwaukee	—	
1900	(23)	West Milwaukee joint track with C & N W	—	
1901	(23)	Rantz westerly	7.41	
1901	(23)	Otis to Heinneman	7.60	
1901	(48)	Grundy to McInnes	19.25	34.26
1903	(23)	Star Lake to Boulder Jct.	11.32	11.32
1904	(23)	Heinneman to Gleason	3.56	
1904	(49)	Westby to Chaseburg	15.82	19.38
1905	(23)	Knowlton easterly	2.98	
1905	(23)	McInnes southerly	1.55	
1905	(23)	Velasco to Cutler Jct.	15.24	
1905	(23)	Boulder Jct. to Papoose	11.50	31.27
1906	(23)	South of McInnes to Kalinke	6.33	6.33
1906	(23)	Relocation at Portage, Northern Division	—	
1907	(23)	Alta Jct. to Paulson Jct.	8.30	8.30
1908	(23)	Boulder Jct. to Michigan State Line	9.49	9.49
1909	(23)	East of Knowlton to end of steel	5.26	5.26
1909	(23)	Relocation at Elm Grove	—	

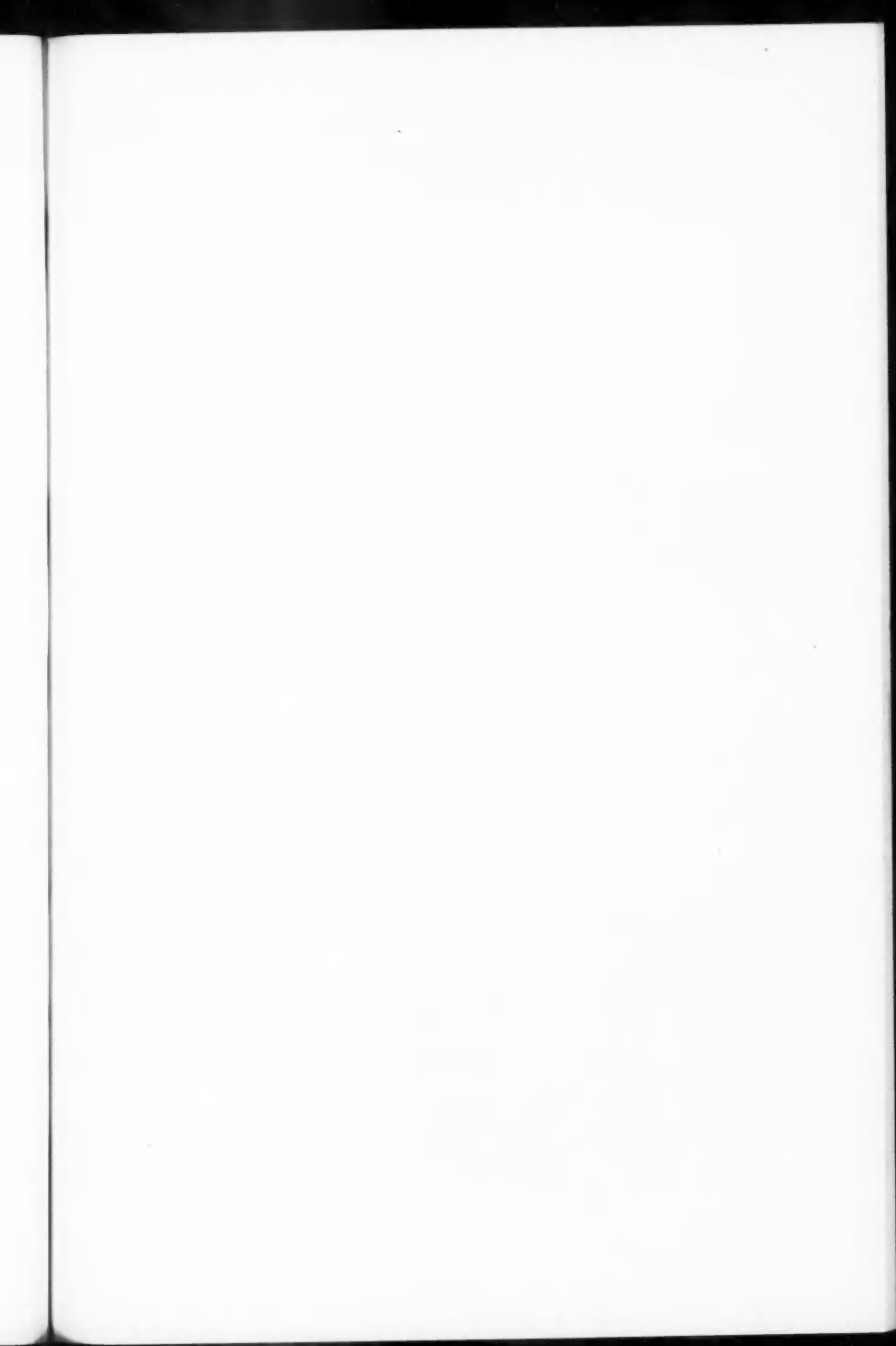
Year Built	Co.	Line	Miles Built	Year's Total
1912	(23)	Wildcat and Eagle Lake Spurs	—	
1914	(23)	Merrill to Newwood	18.25	18.25
1923	(50)	Star Lake to Knutson	6.27	6.27

Abandonments of Above Lines

Year Taken up	Line	Miles Taken Up	Year's Total
1893	Schofield to Kelley	2.60	2.60
1895	Mather to Goodyear	16.17	
1895	Lapham Jct. to Zeda	3.00	19.17
1899	Old line at Prairie du Chien	2.30	2.30
1902	Menomonie to Cedar Falls	4.35	4.35
1906	Relocation at Portage, Northern Division	—	
1909	Relocation at Elm Grove	—	
1914	Star Lake to Cutler Jct.	10.27	10.27
1918	Pittsville to Arpin	13.92	
1918	North La Crosse to Onalaska	3.62	
1918	Knowlton easterly	8.24	25.78
1919	Boulder Jct. to Papoose	11.50	11.50
1920	Magenta to Central Jct. (Chippewa Falls)	11.15	11.15
1923	Gratiot to Illinois State Line	6.05	
1923	Romadka to Lynn	5.34	11.39
1925	Tomah to Norway	12.71	
1925	Wausaukee to Girard Jct.	17.65	30.36
1926	Wolf Lake Spur to Michigan State Line	6.00	
1926	Part of west end of Newwood Line	3.37	9.37
1929	Boulder Jct. to Wolf Lake Spur	3.49	3.49
1930	Eagle to Troy Center	5.02	5.02
1931	Boulder Jct. to Velasco	16.99	
1931	Lynn to Lyndsey	6.76	
1931	Alta Jct. to Paulson Jct.	8.30	
1931	Rantz westerly	7.41	39.46
1932	Elkhorn to Troy Center	10.43	10.43
1933	Oconto Jct. to west of Oconto	9.20	
1933	Dexterville to Lyndsey	15.71	24.91
1934	Norway to Babcock	15.84	15.84
1935	Doehring to Kalinke	14.88	14.88

Key to Building Companies (See Column 2, above)

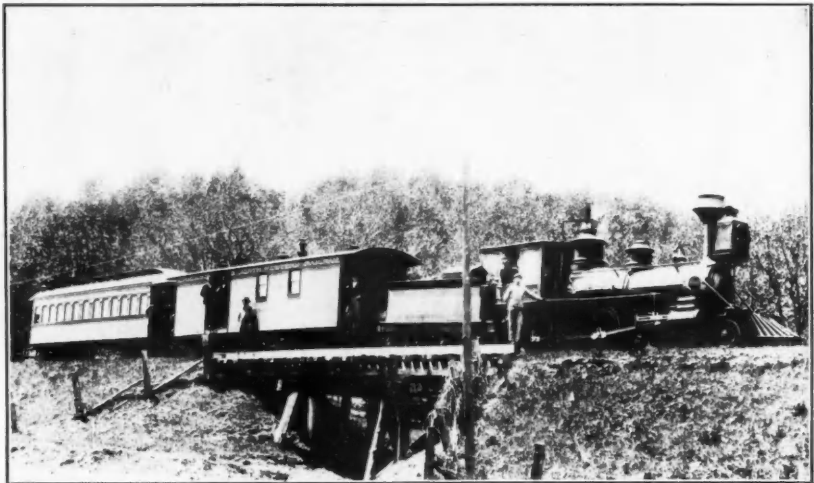
- (1) Milwaukee & Mississippi Rail Road Company
- (2) Southern Wisconsin Rail Road Company
- (3) Milwaukee and Mississippi Rail Road Company
- (4) La Crosse and Milwaukee Railroad Company
- (5) Milwaukee and Horicon Rail Road Company
- (6) Milwaukee and Watertown Railroad Company
- (7) Racine and Mississippi Rail Road Company
- (8) La Crosse and Milwaukee Rail Road Company
- (9) Watertown and Madison Railroad Company
- (10) Mineral Point Rail Road Company
- (11) Racine and Mississippi Railroad Company
- (12) Ripon and Wolf River Railroad Company
- (13) Milwaukee and Saint Paul Railway Company
- (14) Fox Lake Railroad Company
- (15) Dubuque, Platteville and Milwaukee Railroad Company
- (16) Madison and Portage Railroad Company
- (17) The Western Union Rail Road Company
- (18) The Milwaukee and Northern Railway Company
- (19) The Oshkosh and Mississippi River Railroad Company
- (20) The Wisconsin Union Railroad Company
- (21) Wisconsin Valley Railroad Company
- (22) Prairie du Chien and McGregor Railway Company
- (23) Chicago, Milwaukee and St. Paul Railway Company
- (24) Pine River Valley & Stevens Point Rail Road Company
- (25) Necedah and Camp Douglas Rail Road Company
- (26) Fond du Lac, Amboy & Peoria Railway Company
- (27) Viroqua Railway Company
- (28) Janesville, Beloit and Rockford Railway Company
- (29) The Menasha and Appleton Railway Company
- (30) The Milwaukee and Northern Railroad Company
- (31) The Wisconsin and Michigan Railroad Company
- (32) Chippewa Valley and Superior Railway Company
- (33) Wisconsin, Pittsville and Superior Railway Company
- (34) The La Crosse and Onalaska Short Line Railroad Company
- (35) The Menominee Branch Railroad Company
- (36) Markesan & Brandon Railway Company
- (37) Milwaukee, Dexterville and Northern Railway Company
- (38) Milwaukee and Northern Railroad Company
- (39) Oconto and Southwestern Railway Company
- (40) Milwaukee, Menomonee Falls and Western Railway Company
- (41) Lisbon, Necedah & Lake Superior Railway Company
- (42) The Wisconsin Midland Railroad Company
- (43) Kickapoo Valley and Northern Railway Company
- (44) The Bird and Wells Lumber Company
- (45) The Wood County Railroad Company
- (46) The Milwaukee and Superior Railway Company
- (47) Janesville & Southeastern Railway Company





Courtesy of F. A. Cole.

C. & N. W. 934, Class J-3, 4-4-0. Original M. L. S. & W. #34, changed C. N. W. 934, 12-1893. Manitowoc Wis., 3-24-98. "Cold Storage Building Fire."



Courtesy of F. B. Ritzman.

C. & N. W. 278 on Narrow Gauge Line Between Woodman and Fennimore, in Mt. Ida Twp., Grant Co., 10-1896.

- (48) Marinette, Tomahawk and Western Railway Company
 (49) La Crosse and Southeastern Railway Company
 (50) Stange Lumber Company

Notes

The following lines of the C M ST P & P R R CO were originally built narrow gauge and later converted to standard gauge.

Iron Ridge to Fond du Lac	28.52
Lone Rock to Richland Center	16.22
	<hr/> 44.74

In 1899, C M & ST P RY CO sold a one-half interest in their line from Hilbert to Neenah, 15.80 miles, to The Wisconsin Central Railway Company.

Effective 1920, C M & ST P RY CO and successors operate over The Wisconsin Central Railway Company under trackage rights between Magenta and Chippewa Falls in lieu of its own line between these points which was abandoned in 1920.

C M ST P & P R R CO has trackage rights over all lines of Northern Pacific Railway Company in Wisconsin except from Superior to Ashland.

Effective 1933, C M ST P & P R R CO operates over Chicago and North Western Railway Company between Stiles Jct. and Oconto under trackage rights, in lieu of its own line between these points which was abandoned in 1933.

Statistical Record of Growth of C M St P & P R R Co. in Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1850	10.00	10.00			10.00
1851	10.70	20.70			20.70
1852	41.50	62.20			62.20
1853	26.60	88.80			88.80
1854	23.50	112.30			112.30
1855	137.21	249.51			249.51
1856	156.17	405.68			405.68
1857	191.59	597.27			597.27
1858	61.30	658.57			658.57
1859	.27	658.84			658.84
1860	9.56	668.40			668.40
1861		668.40			668.40
1862		668.40			668.40
1863		668.40			668.40
1864	41.50	709.90			709.90
1865		709.90			709.90
1866	2.70	712.60			712.60
1867		712.60			712.60
1868	14.93	727.53			727.53
1869	18.17	745.70			745.70
1870	70.84	816.54			816.54
1871	135.67	952.21			952.21
1872		952.21			952.21
1873	72.04	1024.25			1024.25
1874	46.55	1070.80			1070.80
1875	3.99	1074.79			1074.79
1876	17.22	1092.01			1092.01
1877	41.54	1133.55			1133.55
1878	12.91	1146.46			1146.46
1879	37.79	1184.25			1184.25

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1880	25.56	1209.81			1209.81
1881	69.90	1279.71			1279.71
1882	84.33	1364.04			1364.04
1883	60.14	1424.18			1424.18
1884	42.05	1466.23			1466.23
1885		1466.23			1466.23
1886	21.27	1487.50			1487.50
1887	98.64	1586.14			1586.14
1888	8.04	1594.18			1594.18
1889	34.50	1628.68			1628.68
1890	27.24	1655.92			1655.92
1891	34.25	1690.17			1690.17
1892	18.05	1708.22			1708.22
1893		1708.22	2.60	2.60	1705.62
1894		1708.22		2.60	1705.62
1895	18.80	1727.02	19.17	21.77	1705.25
1896	2.92	1729.94		21.77	1708.17
1897	26.30	1756.24		21.77	1734.47
1898		1756.24		21.77	1734.47
1899	1.69	1757.93	2.30	24.07	1733.86
1900	34.57	1792.50		24.07	1768.43
1901	34.26	1826.76		24.07	1802.69
1902		1826.76	4.35	28.42	1798.34
1903	11.32	1838.08		28.42	1809.66
1904	19.38	1857.46		28.42	1829.04
1905	31.27	1888.73		28.42	1860.31
1906	6.33	1895.06		28.42	1866.64
1907	8.30	1903.36		28.42	1874.94
1908	9.49	1912.85		28.42	1884.43
1909	5.26	1918.11		28.42	1889.69
1910		1918.11		28.42	1889.69
1911		1918.11		28.42	1889.69
1912		1918.11		28.42	1889.69
1913		1918.11		28.42	1889.69
1914	18.25	1936.36	10.27	38.69	1897.67
1915		1936.36		38.69	1897.67
1916		1936.36		38.69	1897.67
1917		1936.36		38.69	1897.67
1918		1936.36	25.78	64.47	1871.89
1919		1936.36	11.50	75.97	1860.39
1920		1936.36	11.15	87.12	1849.24
1921		1936.36		87.12	1849.24
1922		1936.36		87.12	1849.24
1923	6.27	1942.63	11.39	98.51	1844.12
1924		1942.63		98.51	1844.12
1925		1942.63	30.36	128.87	1813.76
1926		1942.63	9.37	138.24	1804.39
1927		1942.63		138.24	1804.39
1928		1942.63		138.24	1804.39
1929		1942.63	3.49	141.73	1800.90
1930		1942.63	5.02	146.75	1795.88
1931		1942.63	39.46	186.21	1756.42
1932		1942.63	10.43	196.64	1745.99
1933		1942.63	24.91	221.55	1721.08
1934		1942.63	15.84	237.39	1705.24
1935		1942.63	14.88	252.27	1690.36

Corporate History of Building Companies in Wisconsin

- (1) **Milwaukee & Mississippi Rail Road Company**
Incorporated February 11, 1847 as:
 (a) MILWAUKEE AND WAUKESHA RAIL ROAD COMPANY
 Name changed to (1), February 1, 1850
 Consolidated, May 24, 1853, with:
 (b) MADISON AND PRAIRIE DU CHIEN RAIL ROAD COMPANY
 Incorporated March 24, 1852
 To form (3)
- (2) **Southern Wisconsin Rail Road Company**
Incorporated April 7, 1852
Sold, February 13, 1856 to (3)
- (3) **Milwaukee and Mississippi Rail Road Company**
Incorporated May 24, 1853, a consolidation of (1) and (1b)
Deeded, January 21, 1861 to:
 (a) MILWAUKEE AND PRAIRIE DU CHIEN RAILWAY COMPANY
 Sold, February 15, 1868 to (13)
- (4) **La Crosse and Milwaukee Railroad Company**
Incorporated March 9, 1854, a consolidation of (March 9, 1854)
 (a) LA CROSSE AND MILWAUKEE RAIL ROAD COMPANY
 Incorporated April 2, 1852
 and,
 (b) MILWAUKEE, FOND DU LAC AND GREEN BAY RAILROAD COMPANY
 Incorporated June 27, 1853, a consolidation (June 27, 1853) of:
 (c) MILWAUKEE AND FOND DU LAC RAILROAD COMPANY
 Incorporated February 21, 1851
 and,
 (d) MILWAUKEE, FOND DU LAC AND GREEN BAY RAILROAD COMPANY
 Incorporated April 2, 1853
Consolidated October 13, 1856 with (6) to form (8)
- (5) **Milwaukee and Horicon Rail Road Company**
Incorporated April 17, 1852
Deeded, June 23, 1863 to (13)
- (6) **Milwaukee and Watertown Railroad Company**
Incorporated March 11, 1851
Consolidated October 13, 1856 with (4) to form (8)
- (7) **Racine and Mississippi Rail Road Company**
Incorporated March 31, 1855, a consolidation (March 31, 1855) of:
 (a) RACINE, JANESVILLE AND MISSISSIPPI RAIL ROAD COMPANY
 Incorporated April 17, 1852
 and,
 (b) THE ROCKTON AND FREEPORT RAIL ROAD COMPANY
 Incorporated February 10, 1853
Consolidated March 29, 1856 with:
 (c) SAVANNA BRANCH RAILROAD COMPANY
 Incorporated October 5, 1849
 To form (11)

(8) La Crosse and Milwaukee Rail Road Company

Incorporated October 13, 1856, a consolidation of (4) and (6).

Line: Portage to La Crosse deeded to (13), May 5, 1863

Line: Milwaukee to Portage deeded to (13), March 5, 1867

NOTE: Line: Milwaukee to Portage was operated from January 4, 1866 to March 6, 1867 by:

(a) MILWAUKEE & MINNESOTA RAILROAD COMPANY

Incorporated May 24, 1859

Surrendered all rights to (13), March 6, 1867

Line: Brookfield to Columbus sold December 24, 1857 to:

(b) MADISON, FOND DU LAC AND MICHIGAN RAILROAD COMPANY

Incorporated August 7, 1856, a consolidation (August 7, 1856) of:

(c) MADISON, FOND DU LAC AND MICHIGAN RAILROAD COMPANY

Incorporated March 31, 1855

and,

(d) BEAVER DAM AND BARABOO RAILROAD COMPANY

Incorporated March 31, 1855

Name changed, March 13, 1858 to:

(e) MILWAUKEE, WATERTOWN AND BARABOO VALLEY RAILROAD COMPANY

Name changed, March 16, 1861 to:

(f) THE MILWAUKEE AND WESTERN RAILROAD COMPANY

Deeded, June 8, 1863 to (13)

(9) Watertown and Madison Railroad Company

Incorporated March 17, 1853

Quitclaimed, October 12, 1858 to (8e)

(10) Mineral Point Rail Road Company

Incorporated April 17, 1852

Deeded, November 12, 1861 to:

(a) THE MINERAL POINT RAILROAD

Incorporated November 18, 1861

Sold, September 29, 1880 to (23)

(11) Racine and Mississippi Railroad Company

Incorporated March 29, 1856, a consolidation of (7) and (7c)

Wisconsin Division: Deeded to (17), June 5, 1867

Illinois Division: Deeded to (17), August 25, 1868

(12) Ripon and Wolf River Railroad Company

Incorporated March 31, 1856

Sold, October 30, 1863 to (13), at sheriff's sale

(13) Milwaukee and Saint Paul Railway Company

Incorporated May 5, 1863

Name changed, February 11, 1874, to (23)

(14) Fox Lake Railroad Company

Incorporated March 10, 1859

Acquired, June 14, 1859:

(a) FOX LAKE AND WISCONSIN RIVER RAILROAD COMPANY

Incorporated March 5, 1857

Deeded to (23), July 3, 1884

(15) Dubuque, Platteville and Milwaukee Railroad Company

Incorporated March 15, 1861 as:

(a) PLATTEVILLE AND CALAMINE RAILROAD COMPANY

Name changed April 6, 1867 to (15)

Sold, August 6, 1880 to (10)

(16) Madison and Portage Railroad Company

Incorporated February 25, 1870

Acquired, August 1, 1870:

(a) SUGAR RIVER VALLEY RAILROAD COMPANY

Incorporated March 29, 1855

Deeded, August 1, 1870 to (16)—in part.

Remaining property deeded to (23), August 1, 1880

Consolidated June 19, 1873 with:

(b) THE ROCKFORD CENTRAL RAILROAD COMPANY

Incorporated March 9, 1869

To form:

(c) CHICAGO AND SUPERIOR RAILROAD COMPANY

Incorporated June 19, 1873

Deeded, April 16, 1880 to (23)

(17) The Western Union Rail Road Company

Incorporated February 3, 1866, a consolidation (January 27, 1866) of:

(a) THE NORTHERN ILLINOIS RAIL ROAD COMPANY

Incorporated June 13, 1865

and,

(b) THE WESTERN UNION RAIL ROAD COMPANY

Incorporated January 31, 1866, a consolidation (January 27, 1866)

of:

(c) THE WESTERN UNION RAILROAD COMPANY (ILLINOIS)

Incorporated February 21, 1863

and,

(d) THE WESTERN UNION RAILROAD COMPANY (WISCONSIN)

Incorporated April 1, 1863

Consolidated, April 8, 1876 with:

(e) THE WATERTOWN RAIL ROAD COMPANY

Incorporated November 14, 1874

To form:

(f) THE WESTERN UNION RAILROAD COMPANY

Incorporated April 8, 1876

Leased June 25, 1879 to (23) for 999 years.

Sold to (23), September 1, 1900

(18) The Milwaukee and Northern Railway Company

Incorporated February 24, 1870

Acquired, July 12, 1870, property of:

(a) MILWAUKEE AND SUPERIOR RAILROAD COMPANY

Incorporated March 4, 1856

In 1857 this company built 5.0 miles of track from North Milwaukee toward Cedarburg but the track was removed in 1858.

Leased to Wisconsin Central Railroad Company from November 30, 1873 to July 31, 1880.

Deeded, June 9, 1880 to (30)

(19) The Oshkosh and Mississippi River Railroad Company

Incorporated March 30, 1866

Acquired January 24, 1871:

(a) WINNEBAGO RAIL ROAD COMPANY

Incorporated April 2, 1853

Leased, July 1, 1871 to February 17, 1893 to (23)

Sold, February 17, 1893 to (23)

(20) The Wisconsin Union Railroad Company

Incorporated April 11, 1866

Sold, December 12, 1872 to (13)

(21) Wisconsin Valley Railroad Company

Incorporated March 16, 1871

Sold, October 19, 1880 to (23)

(22) Prairie du Chien and McGregor Railway Company

Incorporated October 10, 1872

Operated by (23) under contract, July 15, 1873 to October 18, 1894.

Sold October 18, 1894, to (23)

(23) Chicago, Milwaukee and St. Paul Railway Company

Name of (13) changed to (23), February 11, 1874

Deeded, January 13, 1928 to:

(a) CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAIL ROAD COMPANY

Incorporated March 31, 1927

(24) Pine River Valley & Stevens Point Rail Road Company

Incorporated August 5, 1872

Sold, October 12, 1880 to (23)

(25) Necedah and Camp Douglas Rail Road Company

Incorporated October 13, 1874

Sold, June 25, 1878 to (23)

(26) Fond du Lac, Amboy & Peoria Railway Company

Incorporated January 26, 1876, a consolidation (June 9, 1875) of:

(a) THE FOND DU LAC, AMBOY & PEORIA RAILWAY COMPANY

Incorporated October 10, 1874

and,

(b) FOND DU LAC AND WHITEWATER RAILWAY COMPANY

Incorporated December 26, 1874

Acquired, October 4, 1878:

(c) IRON RIDGE AND MAYVILLE RAILROAD COMPANY

Incorporated April 10, 1865

Sold, December 31, 1883 to (23)

(27) Viroqua Railway Company

Incorporated May 24, 1878

Sold, November 6, 1880 to (23)

(28) Janesville, Beloit and Rockford Railway Company

Incorporated March 10, 1880

Sold, March 29, 1882 to (23)

- (29) **The Menasha and Appleton Railway Company**
Incorporated July 12, 1879
Leased to Wisconsin Central Railroad Company to July 31, 1880
Sold, June 10, 1880 to (30)
- (30) **The Milwaukee and Northern Railroad Company**
Incorporated June 5, 1880
Leased to (23), July 31, 1880 to September 2, 1887
Consolidated, September 2, 1887 with (35) and:
(a) **REPUBLIC BRANCH RAILROAD COMPANY**
Incorporated September 28, 1881
To form (38)
- (31) **The Wisconsin and Michigan Railroad Company**
Incorporated January 31, 1881
Sold, June 6, 1887 to (38)
- (32) **Chippewa Valley and Superior Railway Company**
Incorporated June 15, 1881
Sold, November 9, 1882 to (23)
- (33) **Wisconsin, Pittsville and Superior Railway Company**
Incorporated September 2, 1882
Sold, June 30, 1891 to (23)
- (34) **The La Crosse and Onalaska Short Line Railroad Company**
Incorporated May 22, 1883
Sold July 10, 1903 to (23)
- (35) **The Menominee Branch Railroad Company**
Incorporated July 9, 1883
Consolidated September 2, 1887 with (30) and (30a)
To form (38)
- (36) **Markesan & Brandon Railway Company**
Incorporated August 9, 1882
Sold, July 10, 1903 to (23)
- (37) **Milwaukee, Dexterville and Northern Railway Company**
Incorporated August 27, 1884
Sold, June 30, 1891 to (23)
- (38) **Milwaukee and Northern Railroad Company**
Incorporated December 7, 1886, a consolidation of (30) (30a) and (35)
Sold, June 26, 1893 to (23)
- (39) **Oconto and South Western Railway Company**
Incorporated August 6, 1889
Sold, June 17, 1890 to (38)
- (40) **Milwaukee, Menomonee Falls and Western Railway Company**
Incorporated October 26, 1885
Name changed, December 11, 1891 to (46)

(41) **Lisbon, Necedah & Lake Superior Railway Company**

Incorporated November 16, 1889
Sold, June 30, 1891 to (23)

(42) **The Wisconsin Midland Railroad Company**

Incorporated March 4, 1887
Sold, November 5, 1897 to (23)

(43) **Kickapoo Valley and Northern Railway Company**

Incorporated June 4, 1889
Sold, November 25, 1899 to:
(a) **WISCONSIN WESTERN RAILROAD**
Incorporated November 21, 1899
Sold, January 26, 1909 to (23)

(44) **The Bird and Wells Lumber Company**

Incorporated June 16, 1888 (not a common carrier)
Sold part of logging railroad to (38) September 21, 1892

(45) **The Wood County Railroad Company**

Incorporated June 21, 1883
Line: Arpin to Vesper sold to (23), October 31, 1891

(46) **The Milwaukee and Superior Railway Company**

Name of (40) changed to (46), December 11, 1891
Sold, October 18, 1901 to (23)

(47) **Janesville & Southeastern Railway Company**

Incorporated March 1, 1900
Sold, September 18, 1901 to (23)

(48) **Marinette, Tomahawk and Western Railway Company**

Incorporated October 9, 1894
Line: Grundy to McInnes sold to (23), September 9, 1903

(49) **La Crosse and Southeastern Railway Company**

Incorporated September 14, 1904
Line: Westby to Chaseburg sold to (23a), August 5, 1933

(50) **Stange Lumber Company**

Not a common carrier. Timber operator.
Line: Star Lake to Knutson sold to (23), 1926.

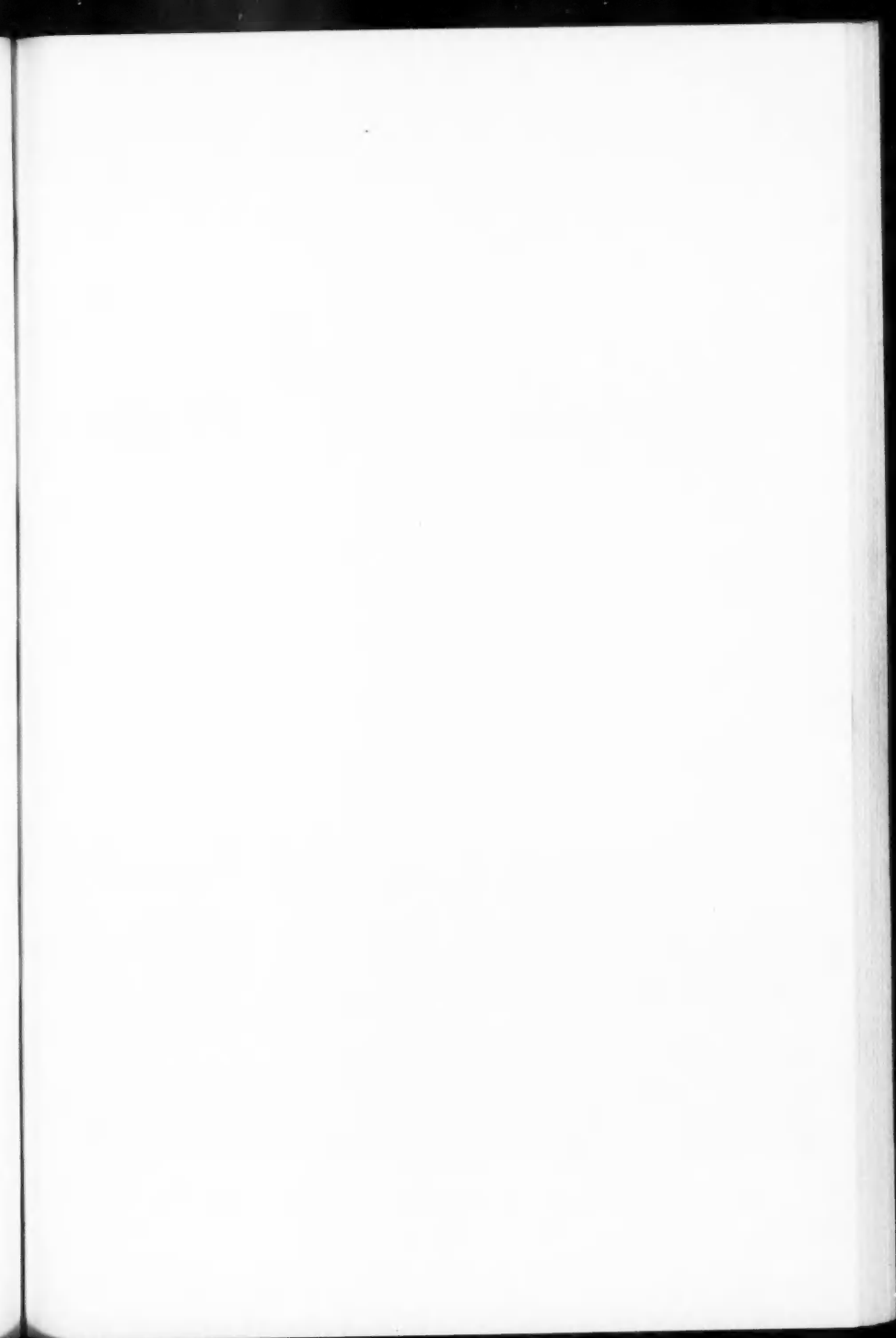
The following corporations constructed no railroad in Wisconsin:

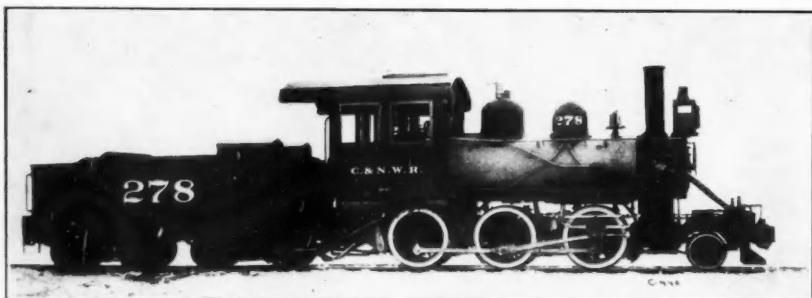
EASTERN LAFAYETTE AND MISSISSIPPI RAILWAY COMPANY

Incorporated March 24, 1871
Acquired some right of way between Monroe and Shullsburg
Quitclaimed to (23), December 29, 1880.

THE MAZOMANIE, SAUK CITY AND PRAIRIE DU SAC RAIL ROAD COMPANY

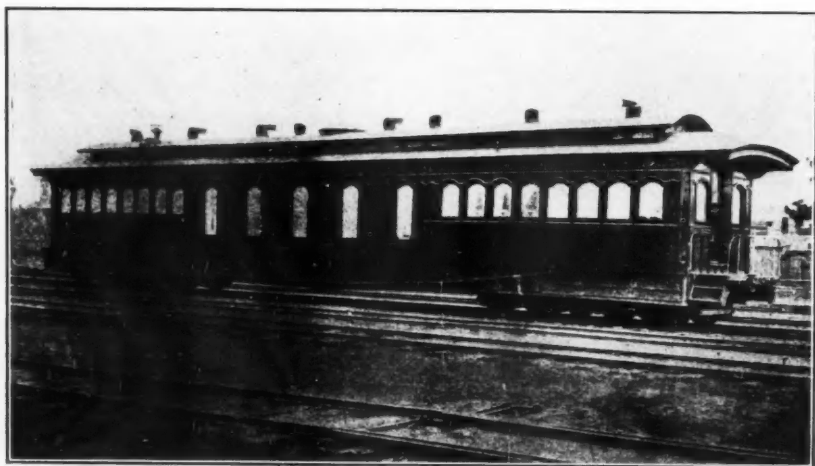
Incorporated December 21, 1880
Sold, May 28, 1886 to (23)





C. & N. W. 278, D-11, 2-6-0 Narrow Gauge, A. L. Co. 1915.

Courtesy of F. A. Cole.



Courtesy of F. A. Cole.

First Business Car on C. & N. W. was called the "Directors Car." Built C. & N. W. Shops, Fond du Lac, Wis. 1867.

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILWAY COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1867	(1)	Tomah to Warren	10.10	10.10
1868	(1)	Warren to Black River Falls	20.48	20.48
1869	(1)	Black River Falls to Augusta	33.71	33.71
1870	(1)	Augusta to Menomonie Jct.	45.60	45.60
1871	(1)	Menomonie Jct. to Hudson (State Line)	45.70	59.00
1871	(2)	Northline to New Richmond	13.30	
1872	(1)	Warren to Elroy	32.28	32.28
1874	(2)	New Richmond to Clayton	24.60	24.60
1878	(2)	Clayton to Cumberland	17.60	29.30
1878	(3)	Hudson to River Falls	11.70	
1879	(2)	Cumberland to north of Spooner	26.00	26.00
1880	(4)	Menomonie Jct. to Menomonie	3.01	48.75
1880	(5)	West Eau Claire to Shaw's Mill	2.74	
1880	(6)	North of Spooner to Cable	38.50	
1880	(7)	Merrillan to Trow	4.50	
1881	(6)	Trow to West of Neillsville	9.29	41.51
1881	(8)	Chippewa Falls to Bloomer	14.50	
1881	(6)	Cable to 4 miles north of Cable	4.00	
1881	(6)	Trego to south of Minong	9.00	
1881	(6)	Hudson Cut-Off	2.71	
1881	(9)	Menomonie Jct. to Cedar Falls	2.01	
1882	(8)	Bloomer to north of Tuscobia	37.00	127.76
1882	(8)	Spooner to south of Saronia	13.13	
1882	(6)	South of Minong to Itasca	51.63	
1882	(6)	North of Cable to Benoit	26.00	
1883	(8)	South of Saronia to north of Tuscobia	4.65	47.84
1883	(10)	Eau Claire to Chippewa Falls	10.57	
1883	(6)	Benoit to Bayfield	28.24	
1883	(11)	Ashland Jct. to Ashland	4.38	
1884	(12)	Itasca to West Superior	6.30	10.36
1884	(12)	Superior Street Line	0.58	
1884	(12)	Connor's Point Line (at Superior)	1.40	
1884	(11)	Ashland Shore Line	1.31	
1884	(6)	Depot Spur, Chippewa Falls	0.77	
1885	(6)	River Falls to Ellsworth	13.12	13.12
1887	(6)	Extension to Neillsville from West	1.37	15.58
1887	(13)	Fairchild to Osseo	14.21	
1889	(13)	Osseo to Eleva	12.89	25.89
1889	(14)	Woodville to south of Wildwood	8.00	
1889	(15)	Wildwood Branch	5.00	

Year Built	Co.	Line	Miles Built	Year's Total
1890	(6)	South of Spooner to Spooner	0.89	
1890	(13)	Eleva to Mondovi	9.65	10.54
1891	(6)	Neillsville to Marshfield	23.50	23.50
1892	(16)	South of Wildwood to Spring Valley	2.38	
1892	(16)	Woodville to Emerald	9.70	12.08
1901	(17)	Tuscobia to Birchwood	12.50	12.50
1902	(17)	Birchwood to Radisson	23.50	
1902	(18)	Chippewa Falls to Holcombe	27.70	
1902	(19)	Spring Valley to Weston	16.29	
1902	(6)	Sheppard to Wright	6.67	74.16
1903	(18)	Holcombe to Hughey	21.58	21.58
1904	(17)	Radisson to Winter	10.00	10.00
1906	(6)	Winter to Draper	10.00	10.00
1908	(6)	Draper to Kennedy	9.33	9.33
1910	(6)	Kennedy to Kaiser	4.93	4.93
1911	(6)	Black River Falls to Levis	2.05	2.05
1913	(6)	Kaiser to Park Falls	5.99	5.99

Abandonments of Above Line

Year Taken Up	Line	Miles	Year's Total
1872	Tomah to Warren	10.00	10.00
1881	Old Line at Hudson (part classed as side track, part taken up)	3.81	3.81
1902	Menomonie Jct. to Cedar Falls	2.01	2.01
1903	Wildwood Branch	5.00	5.00
1911	Black River Falls to Wright	3.56	3.56
1930	Emerald to Woodville	9.70	9.70
1934	Elmwood to Weston	8.91	8.91

Key to Building Companies in Wisconsin (see Column 2 above)

- (1) West Wisconsin Railway Company
- (2) North Wisconsin Railway Company
- (3) Hudson and River Falls Railway Company
- (4) The Menomonie Railway Company
- (5) Eau Clair Railway Company
- (6) Chicago, St. Paul, Minneapolis and Omaha Railway Company

- (7) The Black River Railroad Company
- (8) Chippewa Falls and Northern Railway Company
- (9) Cedar Falls & Northern Railway Company
- (10) The Eau Claire & Chippewa Falls Railway Company
- (11) Ashland Railway Company
- (12) Superior Short Line Railway Company
- (13) Sault Ste. Marie and Southwestern Railway Company
- (14) Woodville and Southern Railroad Company
- (15) Wildwood Logging Branch Railroad Company
- (16) Minnesota & Wisconsin Railway Company
- (17) Chippewa Valley & Northwestern Railway Company
- (18) Eau Claire, Chippewa Falls & Northeastern Railway Company
- (19) Minnesota & Wisconsin Railroad Company

C ST P M & O has trackage rights over N P RY from West Superior to Duluth, via St. Louis Bay bridge.

Statistical Record of Growth of C. St. P. M. & O. Ry. Co.—Wisconsin

Year	Miles Built	Total Built	Abandoned	Total Abandoned	Net Mileage
1867	10.00	10.00			10.00
1868	20.48	30.48			30.48
1869	33.71	64.19			64.19
1870	45.60	109.79			109.79
1871	59.00	168.79			168.79
1872	32.28	201.07	10.00	10.00	191.07
1874	24.60	225.67		10.00	215.67
1878	29.30	254.97		10.00	244.97
1879	26.00	280.97		10.00	270.97
1880	48.75	329.72		10.00	319.72
1881	41.51	371.23	3.81	13.81	357.42
1882	127.76	498.99		13.81	485.18
1883	48.74	546.83		13.81	533.02
1884	10.36	557.19		13.81	543.38
1885	13.12	570.31		13.81	556.50
1887	15.58	585.89		13.81	572.08
1889	25.89	611.78		13.81	597.97
1890	10.54	622.32		13.81	604.51
1891	23.50	645.82		13.81	632.01
1892	12.08	657.90		13.81	644.09
1901	12.50	670.40		13.81	656.59
1902	74.16	744.56		15.82	728.74
1903	21.58	766.14	2.01	20.82	745.32
1904	10.00	776.14	5.00	20.82	755.32
1906	10.00	786.14		20.82	765.32
1908	9.33	795.47		20.82	774.65
1910	4.93	800.40		20.82	779.58
1911	2.05	802.45	3.56	24.38	778.07
1913	5.99	808.44		24.38	784.06
1930	—	808.44	9.70	34.08	774.36
1934	—	808.44	8.91	42.99	765.45

Corporate History of Building Companies in Wisconsin

(1) West Wisconsin Railway Company

Incorporated April 1, 1863 as:

(a) TOMAH AND LAKE ST. CROIX RAILROAD COMPANY

Name changed to (1), August 23, 1867

Acquired May 2, 1878 by:

(b) CHICAGO, ST. PAUL AND MINNEAPOLIS RAILWAY COMPANY

Incorporated April 30, 1878

Consolidated May 26, 1880 with (2) to form (6)

(2) North Wisconsin Railway Company

Incorporated November 17, 1871

Consolidated May 26, 1880 with (1b) to form (6)

(3) Hudson and River Falls Railway Company

Incorporated February 11, 1878

Sold May 17, 1880 to (2)

(4) The Menomonie Railway Company

Incorporated April 8, 1879

Sold June 3, 1893 to (6)

(5) Eau Claire Railway Company

Incorporated June 23, 1879

Sold June 3, 1893 to (6)

(6) Chicago, St. Paul, Minneapolis and Omaha Railway Company

Incorporated May 26, 1880, a consolidation of (1b) and (2)

(7) The Black River Railroad Company

Incorporated March 2, 1878

Sold November 27, 1880 to (6)

(8) Chippewa Falls and Northern Railway Company

Incorporated June 15, 1881

Line: Chippewa Falls to Bloomer sold February 13, 1882 to (6)

Line: Bloomer to Spooner sold June 11, 1883 to (6)

(9) Cedar Falls & Northern Railway Company

Incorporated September 22, 1881

Sold December 17, 1883 to (4)

(10) The Eau Claire & Chippewa Falls Railway Company

Incorporated June 2, 1881

Sold December 17, 1883 to (6)

(11) Ashland Railway Company

Incorporated June 28, 1882

Sold December 5, 1885 to (6)

(12) **Superior Short Line Railway Company**

Incorporated February 6, 1884

Consolidated May 14, 1895 with:

- (a) SUPERIOR SHORT LINE RAILWAY COMPANY OF MINNESOTA

Incorporated September 19, 1885

To form:

- (b) SUPERIOR SHORT LINE RAILWAY COMPANY

Incorporated May 14, 1895

Sold August 1, 1895 to (6)

(13) **Sault Ste. Marie and Southwestern Railway Company**

Incorporated March 29, 1886 as:

- (a) FAIRCHILD AND MISSISSIPPI RIVER RAILWAY COMPANY

Name changed to (13) July 16, 1887

Sold June 3, 1893 to (6)

(14) **Woodville and Southern Railway Company**

Incorporated October 11, 1889

Sold July 11, 1892 to (16)

(15) **Wildwood Logging Branch Railroad Company**

No information. Subsidiary of St. Croix Land & Timber Company.

Line acquired by (16)

(16) **Minnesota & Wisconsin Railway Company**

Incorporated April 25, 1892

Acquired December 1, 1896 by (19)

(17) **Chippewa Valley & Northwestern Railway Company**

Incorporated April 29, 1901

Sold October 14, 1904 to (6)

(18) **Eau Claire, Chippewa Falls & Northeastern Railway Company**

Incorporated January 15, 1902

Sold October 14, 1904 to (6)

(19) **Minnesota & Wisconsin Railroad Company**

Incorporated November 27, 1896

Sold June 7, 1902 to (6)

The following company was acquired by (6) but constructed no railroad.

THE NEILLSVILLE & NORTH EASTERN RAILROAD COMPANY

Incorporated August 22, 1881

Sold April 22, 1884 to (6)

NOTE: On December 16, 1882, Chicago and North Western Railway Company came into control of the Chicago, St. Paul, Minneapolis and Omaha Railway Company by purchase of common and preferred stock.

DELLS AND NORTHEASTERN RAILWAY COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1936	(1)	Sells Spur to Dryden Creek Jct.	5.85	5.85

Abandonments of Above Lines

None

Key to Building Company (See Column 2, above)

(1) Dells and Northeastern Railway Company

Statistical Record of Growth of D & N E Ry Co in Wisconsin

No change in mileage since date of construction, 1936, 5.85 miles.

Corporate History of Building Company in Wisconsin

(1) Dells and Northeastern Railway Company

Incorporated February 24, 1936

Certificate of Convenience and Necessity issued by Public Service Commission of Wisconsin, June 4, 1936

Subsidiary of Dells Paper & Pulp Company

Note

This carrier was constructed to tap a tract of approximately 200 million feet of timber in Iron County, Wisconsin. All of the above line, however, is in Ashland County, Wisconsin. All trackage built beyond Dryden Creek Jct. will be private logging railroad. Connection is made with the Wisconsin Central at Sells Spur.

THE DULUTH, SOUTH SHORE & ATLANTIC RAILWAY COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1888	(1)	Michigan State Line to Iron River	64.24	
1888	(1)	Superior (East End) to Superior	3.78	68.02
1892	(1)	Iron River to Allouez	39.23	39.23
1899	(1)	Bibon to Mason	1.68	1.68

Abandonments of Above Lines

Year Taken Up	Line	Miles	Year's Total
1915	Bibon to Mason	1.68	1.68
1934	Marengo to Allouez	73.64	73.64

Key to Building Company (See Column 2, above)

(1) The Duluth, South Shore & Atlantic Railway Company

Statistical Record of Growth of D S S & A Ry Co.—Wisconsin

Year	Miles Built	Total Built	Abandoned	Total Abandoned	Net Mileage
1888	68.02	68.02	—	—	68.02
1892	39.23	107.25	—	—	107.25
1899	1.68	108.93	—	—	108.93
1915	—	108.93	1.68	1.68	107.25
1934	—	108.93	73.64	75.32	33.61

Notes

1888 to 1892, D S S & A operated from Iron River to Allouez over N P RY CO under trackage rights.

Effective 1934, D S S & A operates from Marengo to Ashland over W C RY CO and from Ashland to Allouez over N P RY CO under trackage rights.

D S S & A has trackage rights over N P RY CO and W C RY CO from Superior to Duluth.

The Duluth, South Shore & Atlantic Railway Company is controlled by Canadian Pacific Railway Company.

Corporate History of Building Companies in Wisconsin

(1) The Duluth, South Shore & Atlantic Railway Company

Incorporated March 14, 1887, a consolidation (March 9, 1887) of:

(a) SAULT STE MARIE AND MARQUETTE RAILROAD COMPANY

Incorporated February 6, 1880

(b) THE DULUTH, SUPERIOR AND MICHIGAN RAILWAY COMPANY

Incorporated August 13, 1886 (Wisconsin)

(c) WISCONSIN, SAULT STE. MARIE & MACKINAC RAILWAY COMPANY

Incorporated September 7, 1886

and,

(d) THE MACKINAW & MARQUETTE RAILROAD COMPANY

Incorporated December 20, 1886

December 20, 1886 acquired:

(e) THE DETROIT, MACKINAC AND MARQUETTE RAILROAD COMPANY

Incorporated September 4, 1879

ETTRICK RAILROAD COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1917	(1)	Blair to Ettrick	10.03	10.03

Abandonments of Above Lines

None

Key to Building Company (See Column 2, above)

- (1) Ettrick and Northern Railroad Company

Statistical Record of Growth of Ettrick R R Co. in Wisconsin

No change in mileage since date of construction, 1917, 10.03 miles.

Corporate History of Building Company in Wisconsin

- (1) Ettrick and Northern Railroad Company

Incorporated June 5, 1915

Commenced operations January 1919.

Ceased operations November 15, 1927

Deeded (date not known) to:

- (a) ETTRICK RAILROAD COMPANY

Incorporated November 3, 1928

Commenced operations October 10, 1930

GRAND TRUNK MILWAUKEE CAR FERRY COMPANY

Construction Record—Wisconsin

Terminal Company—No Main Track Mileage

Owens approximately 1.57 miles of yard tracks and sidings at Milwaukee in connection with car ferry terminal. Built since 1902.

Corporate History of Building Company in Wisconsin

- (1) Grand Trunk Car Ferry Line

Established May 30, 1902 by an agreement between Detroit, Grand Haven and Milwaukee Railway Company and E. G. Crosby.

Controlled by Detroit, Grand Haven and Milwaukee Railway Company through stock ownership.

Deeded, November 15, 1905 to:

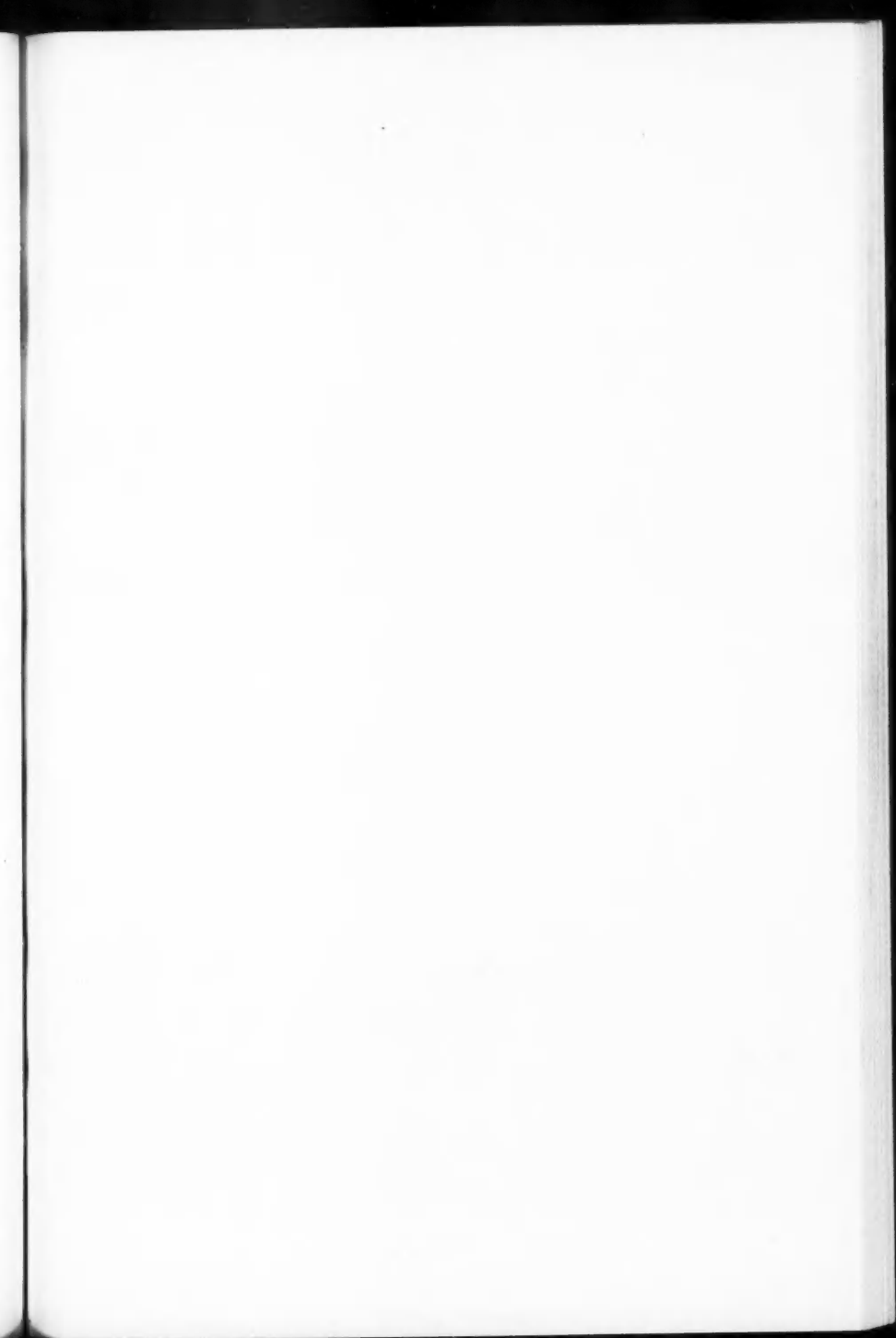
- (a) GRAND TRUNK MILWAUKEE CAR FERRY COMPANY

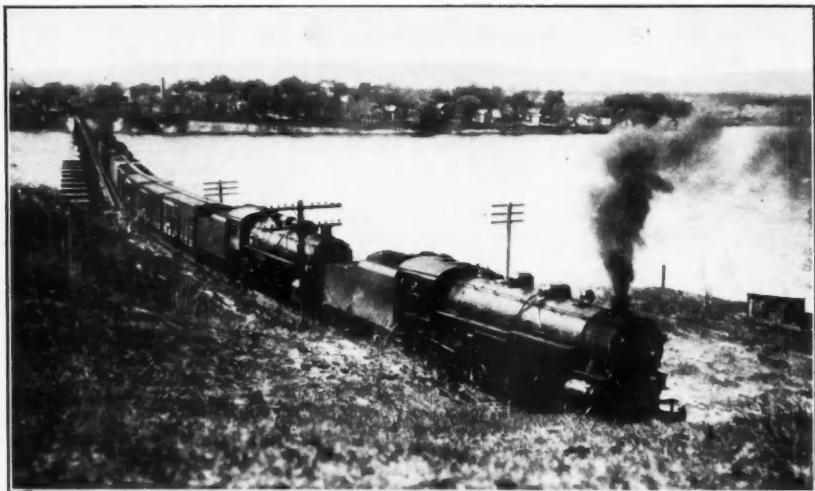
Incorporated November 9, 1905

Controlled by Detroit, Grand Haven and Milwaukee Ry. Co. which in turn was controlled by Grand Trunk Railway Company of Canada.

Grand Trunk Railway Company of Canada was acquired in 1923 by Canadian National Railway Company.

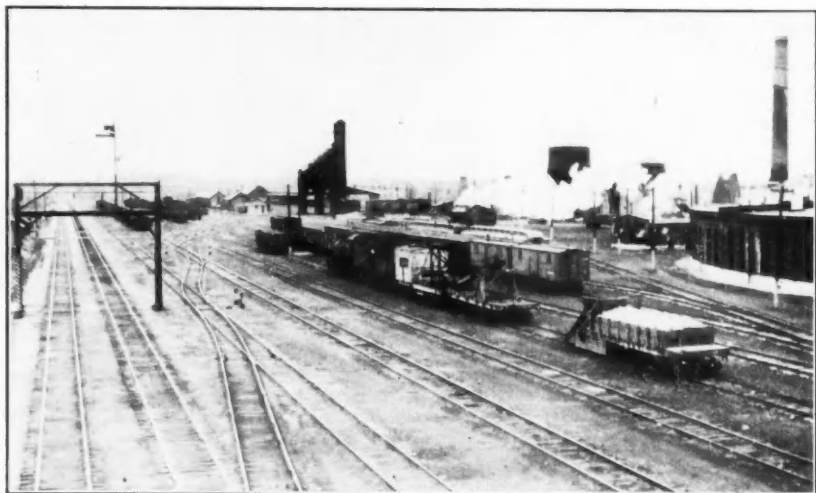
On November 1, 1928 Detroit, Grand Haven and Milwaukee Railway Company was consolidated with several other U. S. subsidiaries of the Canadian National to form Grand Trunk Western Railroad Company. Control of the carrier was transferred to the Grand Trunk Western Railroad Company on that date.





Courtesy of F. B. Ritzman.

C. & N. W. Gauntlet Bridge over Wisconsin River at Merrimac.



Courtesy of F. B. Ritzman.

C. & N. W. Yards at New Butler near Milwaukee.

GREAT NORTHERN RAILWAY COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1888	(1)	Foxboro to Superior	21.82	21.82
1892	(2)	St. Louis River (at New Duluth) to "Omaha" Crossing at Allouez	11.15	
1892	(2)	Northwestern Coal line	1.67	
1892	(1)	Connection at Saunders	0.06	
1892	(3)	"Omaha" Crossing to Ore Docks	0.92	13.80
1898	(1)	Boylston to State Line (Cloquet Line).	10.15	10.15

Abandonments of Above Lines

Year Taken Up	Line	Miles	Year's Total
1894	Northwestern Coal line, Sold (see note)	1.67	1.67
1902	Saunders to St. Louis River, abandoned.	5.87	5.87

Key to Building Companies (See Column 2, above)

- (1) Eastern Railway Company of Minnesota
- (2) Superior Belt Line and Terminal Railway Company
- (3) Duluth and Winnepeg Terminal Company

Statistical Record of Growth of Great Northern Ry. Co. in Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1888	21.82	21.82			21.82
1892	13.80	35.62			35.62
1894	—	35.62	1.67 (sold)	1.67	33.95
1898	10.15	45.77		1.67	44.10
1902	—	45.77	5.87	7.54	38.23

Note

The line from Saunders to the St. Louis River (State Line) was sold in 1900 to the Eastern Railway Company of Minnesota. The track was removed in 1902 as noted above. Several years later, the greater part of this abandoned roadbed was used in the construction of the Interstate Transfer Ry. Co., a terminal property of the U. S. Steel Corp.

Corporate History of Building Companies in Wisconsin

(1) Eastern Railway Company of Minnesota

Incorporated August 13, 1887

Acquired January 12, 1888:

- (a) THE LAKE SUPERIOR & SOUTHWESTERN RAILWAY COMPANY (OF WISCONSIN)

Incorporated August 6, 1885

Acquired June 22, 1898:

- (b) DULUTH, SUPERIOR AND WESTERN RAILWAY COMPANY

Incorporated December 24, 1896

Acquired December 1, 1896:

- (c) DULUTH AND WINNIPEG RAILROAD COMPANY

Incorporated February 1, 1878

Sold, July 1, 1907 to:

- (d) GREAT NORTHERN RAILWAY COMPANY

Incorporated March 1, 1856 as:

- (e) MINNEAPOLIS AND ST. CLOUD RAILROAD COMPANY

Name changed February 28, 1865 to:

- (f) MINNEAPOLIS & ST. CLOUD RAILROAD COMPANY

Name changed to (d), September 18, 1889

(2) Superior Belt Line and Terminal Railway Company

Incorporated August 29, 1890 as:

- (a) SUPERIOR TERMINAL AND BELT LINE RAILWAY COMPANY

Name changed to (2) November 9, 1891

Sold all property to Northwestern Coal Ry. Co., September 8, 1894

Purchased 11.15 miles from Northwestern Coal Ry. Co., May 27, 1899

Line: Saunders to St. Louis River sold, March 27, 1900 to (1)

Line: Saunders to Ore Docks, sold April 18, 1900 to:

- (b) DULUTH, SUPERIOR AND WESTERN TERMINAL COMPANY

Incorporated July 22, 1897

Line: Saunders to Omaha Crossing sold, August 1, 1908 to (1d)

Line: Omaha Crossing to Ore Docks sold, August 1, 1908 to:

- (c) THE ALLOUEZ BAY DOCK COMPANY

Incorporated April 17, 1903

Sold, April 22, 1913 to (1d)

(3) Duluth and Winnipeg Terminal Company

Incorporated June 13, 1892

Sold, May 15, 1897 to (2b)

GREEN BAY AND WESTERN RAILROAD COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1871	(1)	Fort Howard to New London	39.30	39.30
1872	(1)	New London to Merrilan	108.80	108.80
1873	(1&2)	Merrilan to Marshland	61.20	61.20
1874	(2)	Marshland to East Winona	2.73	2.73
1876	(2)	Onalaska to La Crosse	6.38	6.38
1882	(3)	Plover to Stevens Point	5.43	5.43
1893	(4)	Scandinavia to Iola	4.74	4.74
1895	(5)	Wisconsin Rapids to Biron (2.23, side track)	—	—
1907	(6)	Scandinavia to Waupaca	9.73	9.73

Abandonments of Above Lines

Year Taken Up	Line	Miles	Year's Total
1922	Onalaska to La Crosse Water Works	3.79	3.79

Key to Building Companies (See Column 2, above)

- (1) Green Bay and Lake Pepin Railway Company
- (2) Green Bay and Minnesota Rail Road Company
- (3) Green Bay, Stevens Point and Northern Railroad Company
- (4) Iola and Northern Railroad Company
- (5) Green Bay, Winona and St. Paul Railroad Company
- (6) Waupaca-Green Bay Railway

Statistical Record of Growth of G B & W R R Co in Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1871	39.30	39.30			39.30
1872	108.80	148.10			148.10
1873	61.20	209.30			209.30
1874	2.73	212.03			212.03
1876	6.38	218.41			218.41
1882	5.43	223.84			223.84
1893	4.74	228.58			228.58
1907	9.73	238.31			238.31
1922	—	238.31	3.79	3.79	234.52

Notes

G B & W R R CO and predecessors operated over C & NW RY CO between Marshland and Onalaska under trackage rights.

Balance of Onalaska-La Crosse branch is operated by C B & Q R R Co as an industry track.

G B & W R R CO is a minority stockholder in Winona Bridge Railway Company, over which it has trackage rights into Winona, Minnesota.

Corporate History of Building Companies in Wisconsin

(1) Green Bay and Lake Pepin Railway Company

Incorporated April 12, 1866

Name changed, September 9, 1873 to (2)

(2) Green Bay and Minnesota Rail Road Company

Name of (1) changed to (2), September 9, 1873

Sold, September 13, 1881 to (5)

(3) Green Bay, Stevens Point and Northern Railroad Company

Incorporated August 6, 1881

Deeded, June 5, 1896 to (5a)

(4) Iola and Northern Railroad Company

Incorporated May 9, 1893

Sold to (5a) January 2, 1915

(5) Green Bay, Winona and St. Paul Railroad Company

Incorporated May 16, 1881

Deeded, June 5, 1896 (Except La Crosse Branch) to:

(a) GREEN BAY AND WESTERN RAILROAD COMPANY

Incorporated June 3, 1896

La Crosse Branch deeded to (a), May 17, 1915

(6) Waupaca-Green Bay Railway

Incorporated January 14, 1907

Sold, January 1, 1922 to (5a)

HILLSBORO AND NORTHEASTERN RAILWAY COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1902	(1)	Union Center to Hillsboro	4.49	4.49
1916	(1)	Extension at Hillsboro	1.00	1.00

Abandonments of Above Lines

Year Taken Up	Line	Miles	Year's Total
1928	At Hillsboro	0.12	0.12

Key to Building Company (See Column 2, above)

- (1) Hillsboro and Northeastern Railway Company

Statistical Record of Growth of H & NE Ry Co. in Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1902	4.49	4.49			4.49
1916	1.00	5.49			5.49
1928	—	5.49	0.12	0.12	5.37

Note

The line of this carrier was originally projected beyond Hillsboro to Richland Center.

Corporate History of Building Company in Wisconsin

- (1) Hillsboro and Northeastern Railway Company

Incorporated October 9, 1901

ILLINOIS CENTRAL RAILROAD COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1887	(1)	Illinois State Line to 3.06 miles north of Monticello	21.61	
1887	(1)	Madison to 3.44 miles south of Belleville	21.30	
1887	(2)	Illinois State Line to 1 mile north of Argyle	17.38	60.29
1888	(1&3)	Between Monticello and Belleville	1.99	
1888	(1&3)	Extension at Madison	0.18	
1888	(2&3)	North of Argyle to Dodgeville	28.68	30.85

Abandonments of Above Lines

None

Key to Building Companies (See Column 2, above)

- (1) Chicago, Madison & Northern Railroad Company
- (2) Freeport, Dodgeville & Northern Railroad Company
- (3) Chicago, Madison & Northern Railroad Company

Statistical Record of Growth of I C R R Co. in Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1887	60.29	60.29			60.29
1888	30.85	91.14			91.14

Corporate History of Building Companies in Wisconsin

- (1) Chicago, Madison & Northern Railroad Company

Incorporated April 21, 1887, a consolidation (April 21, 1887) of:

- (a) CHICAGO, MADISON & NORTHERN RAILROAD COMPANY
Incorporated 1886, an Illinois corporation

and,

- (b) CHICAGO, MADISON & NORTHERN RAILROAD COMPANY
Incorporated August 2, 1886, a Wisconsin corporation

Consolidated, April 25, 1888 with (2) and:

- (c) FREEPORT, DODGEVILLE & NORTHERN RAILROAD COMPANY
Incorporated 1887, an Illinois corporation

To form (3)

- (2) Freeport, Dodgeville & Northern Railroad Company

Incorporated May 20, 1887

Consolidated August 25, 1888 with (1) and (1c) to form (3)

- (3) Chicago, Madison & Northern Railroad Company

Incorporated August 25, 1888, a consolidation (August 25, 1888) of (1), (1c) and (2)

Leased, March 30, 1888 to Illinois Central Railroad Company

Sold, February 1, 1903 to:

- (a) ILLINOIS CENTRAL RAILROAD COMPANY
Incorporated February 10, 1851

INTERSTATE TRANSFER RAILWAY COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1908	(1)	Poekagama (on NPRy) westerly	0.91	0.91
1910	(1)	West of Poekagama to center St. Louis River	1.86	1.86
1913	(1)	Wisconsin Central Crossing west to Crawford Creek	0.50	0.50
1914	(1)	Poekagama to Crawford Creek	3.37	
1914	(1)	Wisconsin Central Crossing to South Shore Crossing	2.60	5.97
1915	(1)	South Shore Crossing to South Itasca	1.04	1.04

Abandonment of Above Lines By I T RY Co.

None

Key to Building Company Listed Above:

- (1) Interstate Transfer Railway Company

Statistical Record of Growth of I T Ry Co. in Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1908	0.91	0.91			0.91
1910	1.86	2.77			2.77
1913	0.50	3.27			3.27
1914	5.97	9.24			9.24
1915	1.04	10.28			10.28

Note

Line from Saunders to near St. Louis River was constructed on the abandoned roadbed of the Eastern Railway Company of Minnesota.

Corporate History of Building Company in Wisconsin

- (1) Interstate Transfer Railway Company

Incorporated July 26, 1907

August 1, 1915, leased to Duluth, Missabe & Northern Railway Company for 99 years. The latter carrier is controlled by the United States Steel Corporation.

KEWAUNEE, GREEN BAY AND WESTERN RAILROAD COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1891	(1)	East Green Bay to Kewaunee	34.57	34.57
1895	(1)	East Green Bay to West Green Bay	3.18	3.18

Abandonments of Above Lines

None

Key to Building Company (See Column 2, above)

(1) Kewaunee, Green Bay and Western Railroad Company

Statistical Record of Growth of K G B & W R R Co. in Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1891	34.57	34.57			34.57
1895	3.18	37.75			37.75

Note

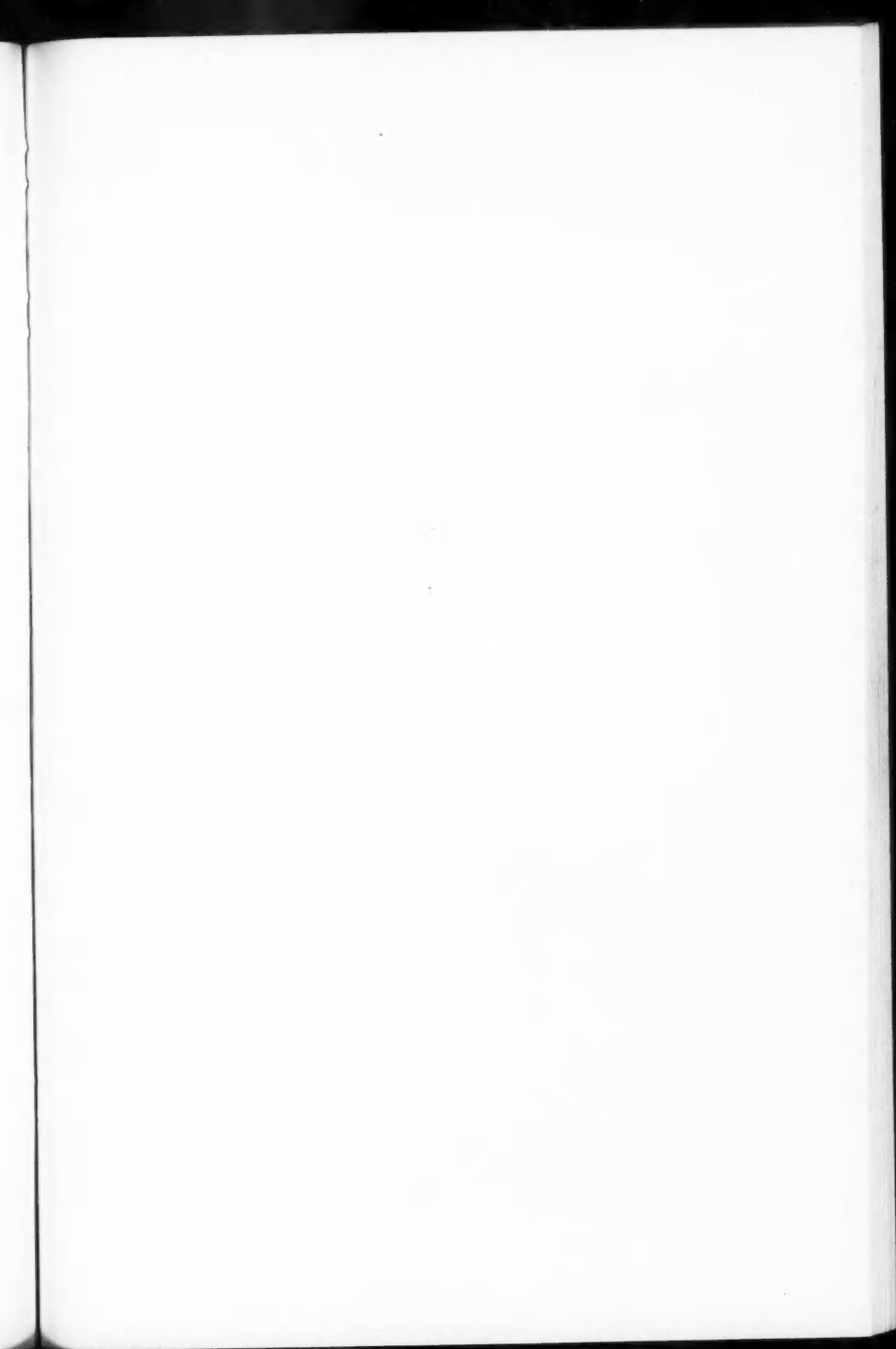
Line: East Green Bay to West Green Bay, 3.18 miles, was built and is operated jointly with Chicago and North Western Railway Company. It includes a drawbridge across the Fox River and connects with Green Bay and Western Railroad Company at West Green Bay. Prior to construction of this line, the carrier operated over the Chicago, Milwaukee and St. Paul Railway Company and its predecessors between these two points.

Corporate History of Building Company in Wisconsin

(1) Kewaunee, Green Bay and Western Railroad Company

Incorporated May 19, 1890.

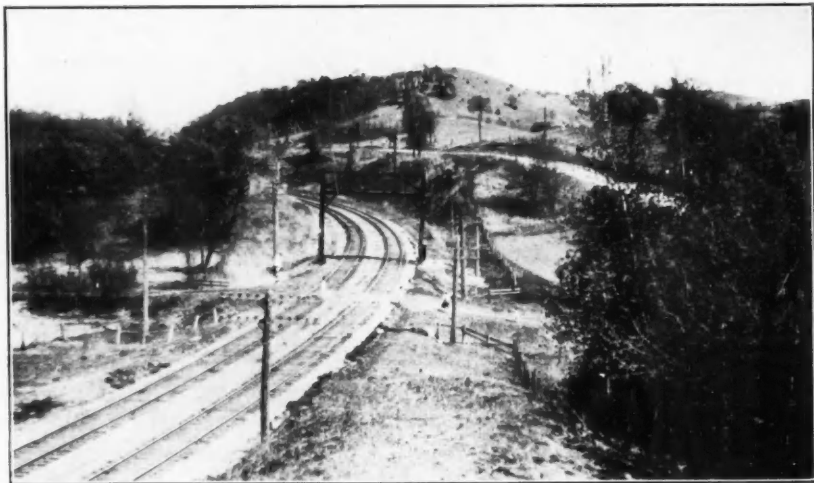
Since June 28, 1897 the carrier has been controlled by Green Bay and Western Railroad Company.





Courtesy of F. B. Ritzman.

C. M. St. P. M. & O. #507 on "Vicking-Soo Dominion" Crossing Wisconsin River.



Courtesy of F. B. Ritzman.

A Bit of Track and Scenery Northwest of Madison.

LAKE SUPERIOR TERMINAL AND TRANSFER RAILWAY COMPANY OF THE STATE OF WISCONSIN

Construction Record—Wisconsin

Terminal Company—No Main Track Mileage

Owens and operates 24.57 miles of yard tracks and sidings at Superior, including the Union Depot. Constructed principally in the period from 1885 to 1915.

Corporate History of Building Company in Wisconsin

(1) Lake Superior Terminal and Transfer Railway Company of the State of Wisconsin

Incorporated June 13, 1884

The carrier is now controlled and owned by the following carriers in the proportions noted:

Northern Pacific Railway Company	1/3
Great Northern Railway Company	1/3
Chicago, St. Paul, Minneapolis and Omaha Railway Company	1/6
Duluth, South Shore and Atlantic Railway Company	1/6

LAONA AND NORTHERN RAILWAY COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1902	(1)	Laona to Laona Jct.	7.53	7.53

Abandonments of Above Lines

None

Key to Building Company (See Column 2, above)

(1) Laona and Northern Railway Company

Statistical Record of Growth of L & N Ry Co. in Wisconsin

No change in mileage since date of construction 1902, 7.53 miles.

Note

In addition to the above line numerous branches have been built and some abandoned in T. 34, 35 and 36 N., R. 14 E., Forest County and T. 33 N., R. 14 E., Langlade County. Some of these lines were built by the carrier and some by the Connor Lumber and Land Company and it is difficult to separate the private from common-carrier lines. With the possible exception of the branch from Silver Lake (near Laona) to Section 1, T. 34 N., R. 14 E. it is safe to classify all this trackage as private logging railroad. The Connor Lumber and Land Company also operated and operates logging railroads east of Blackwell and northwest of Long Lake, Florence County.

Corporate History of Building Company in Wisconsin

(1) Laona and Northern Railway Company

Incorporated June 5, 1902

Subsidiary of Connor Lumber and Land Company

MARINETTE, TOMAHAWK & WESTERN RAILROAD COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1892	(1)	Tomahawk to Bradley	5.40	5.40
1894	(1)	Jersey City to Spirit Falls	13.00	13.00
1895	(1)	Extension west of Spirit Falls	1.92	
1895	(2)	Tomahawk to Harrison	13.40	15.32
1901	(2)	Antigo Jct. to McInnes	25.72	25.72
1902	(2)	Extension west of Spirit Falls	2.50	2.50
1904	(2)	Somo Jct. to Wisconsin Dam	3.33	3.33

Abandonments and Sales of Above Lines

Year Taken Up	Line	Miles	Year's Total
1903	West of Spirit Falls to end-of-track	2.50	
1903	Grundy to McInnes. (Sold to CM&StP Ry Co)	19.25	21.75
1919	Antigo Jct. to Grundy	6.47	6.47
1932	Somo Jct. to West of Spirit Falls	13.42	13.42

Key to Building Companies (See Column 2, above)

- (1) Wisconsin and Chippewa Railway Company
- (2) Marinette, Tomahawk & Western Railway Company

Statistical Record of Growth of M T & W R R Co. in Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1892	5.40	5.40			5.40
1894	13.00	18.40			18.40
1895	15.32	33.72			33.72
1901	25.72	59.44			59.44
1902	2.50	61.94			61.94
1903	—	61.94	21.75	21.75	40.19
1904	3.33	65.27	—	21.75	43.52
1919	—	65.27	6.47	28.22	37.05
1932	—	65.27	13.42	41.64	23.63

Note

Extension west of Spirit Falls in 1902 connected with Rib Lake Lumber Company's railroad. Due to a change in circumstances after line was completed, it was never operated and was abandoned shortly after, probably in 1903.

Corporate History of Building Companies in Wisconsin

(1) Wisconsin and Chippewa Railway Company

Incorporated July 20, 1891

Sold, June 30, 1898 to (2)

(2) Marinette, Tomahawk & Western Railway Company

Incorporated October 9, 1894

Deeded, November 30, 1912 to:

(a) MARINETTE, TOMAHAWK & WESTERN RAILROAD COMPANY

Incorporated November 16, 1912

Line: Tomahawk to Harrison and Antigo Jct. to Grundy (19.87 miles) was leased to and operated by:

(b) TOMAHAWK AND EASTERN RAILWAY COMPANY

Organized 1907

from 1907 to 1920.

Line: Somo Jct. to Spirit Falls and beyond (13.42 miles) was leased to TOMAHAWK LAND COMPANY in 1919, which company leased it to FRANK THILLER who operated it as a private carrier from November 1919 to May 1920, at which time operation was resumed by (2a).

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RAILWAY COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1884	(1)	Turtle Lake to Bruce	46.62	46.62
1885	(1)	Bruce to Main Creek	21.90	21.90
1886	(2)	Main Creek to Rhinelander	74.37	74.37
1887	(2)	Rhinelander to Menominee River	83.10	
1887	(2)	St. Croix River to Turtle Lake	36.75	
1887	(2)	Dresser Jct. to St. Croix Falls	4.15	124.00
1890	(3)	Brantwood to Knox Mills	4.89	4.89
1894	(4)	Cameron to Rice Lake	6.68	6.68
1900	(4)	Barron to Ridgeland	18.33	18.33
1901	(3)	Summit to Frederic	22.10	
1901	(5)	Rice Lake to Birchwood	16.19	38.29
1902	(6)	Tony northeasterly	2.21	2.21
1903	(3)	Birchwood to Reserve	18.58	18.58
1906	(7)	Wisconsin Jct. to Crandon	7.03	
1906	(7)	Neopit to Shawano	21.01	28.04
1907	(7)	Neopit to Van Ostrand	15.66	15.66
1908	(7)	Western Jct. to Phlox	10.74	10.74
1909	(3)	Minnesota Line to South Shore Crossing	16.99	
1909	(3)	Omaha Crossing to Connors Point	1.78	18.77
1910	(7)	Van Ostrand to Wallrich Siding	1.94	1.94
1911	(3)	Frederic to Minnesota State Line	20.04	
1911	(3)	Minnesota State Line to Boylston Jct	15.43	
1911	(3)	Superior Ore Dock Line	6.39	41.86
1912	(3)	Heafford Jct. Relocation	3.07	3.07
1915	(7)	Crandon to Wallrich Siding	29.61	29.61
1916	(7)	Shawano to Pleshek	4.46	4.46
1917	(7)	Pleshek to Black Creek	19.55	19.55
1918	(7)	Black Creek to Appleton	14.91	14.91
1919	(7)	Hollister to Camp 5	3.41	3.41
1920	(7)	Appleton to Winnebago Jct.	5.27	5.27

Abandonments of Above Lines

Year Taken Up	Line	Miles	Year's Total
1912	Heafford Jct. Relocation	3.06	3.06
1926	Tony northeasterly	2.21	2.21

Year Taken Up	Line	Miles	Year's Total
1927	Western Jct. to Phlox	10.74	10.74
1931	Superior Ore Dock Line	6.39	
1931	Birchwood to Reserve	18.18	
1931	Brantwood to Knox Mills	4.89	
1931	Hollister to Camp 5	3.41	32.87

Key to Building Companies (See Column 2, above)

- (1) The Minneapolis, Sault Ste. Marie and Atlantic Railway Company
- (2) Minneapolis, Sault Ste. Marie and Atlantic Railway Company
- (3) Minneapolis, St. Paul & Sault Ste. Marie Railway Company
- (4) The Rice Lake, Dallas & Menominee Railway Company
- (5) Rice Lake & Northern Railway Company
- (6) Tony & North Eastern Railway Company
- (7) Wisconsin & Northern Railroad Company

Notes

In 1909 the M ST P & S STE M RY CO built the line from Broton, Minnesota to a connection with the Wisconsin Central near D S S & A Crossing at Kimball Avenue in Superior. During the same year a line was built from connection with the Wisconsin Central near the C ST P M & O Crossing at Louis Street, Superior to the M ST P & S STE M terminal at Connors Point. The Wisconsin Central line extends west from Louis Street to the passenger station at Ogden and Winter.

M ST P & S STE M RY CO is controlled by Canadian Pacific Railway Company.

Statistical Record of Growth—Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1884	46.62	46.62			46.62
1885	21.90	68.52			68.52
1886	74.37	142.89			142.89
1887	124.00	266.89			266.89
1890	4.89	271.78			271.78
1894	6.68	278.46			278.46
1900	18.33	296.79			296.79
1901	38.29	335.08			335.08
1902	2.21	337.29			337.29
1903	18.58	355.87			355.87
1906	28.04	383.91			383.91
1907	15.66	399.57			399.57
1908	10.74	410.31			410.31
1909	18.77	429.08			429.08
1910	1.94	431.02			431.02
1911	41.86	472.88			472.88
1912	3.07	475.95	3.06		472.89
1915	29.61	505.56		3.06	502.50
1916	4.46	510.02		3.06	506.96
1917	19.55	529.57		3.06	526.51
1918	14.91	544.48		3.06	541.42
1919	3.41	547.89		3.06	544.83

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1920	5.27	553.16		3.06	550.10
1926	—	553.16	2.21	5.27	547.89
1927	—	553.16	10.74	16.01	537.15
1931	—	553.16	32.87	48.88	504.28

Corporate History of Building Companies in Wisconsin

- (1) **The Minneapolis, Sault Ste. Marie and Atlantic Railway Company**
 Incorporated September 29, 1883
 Consolidated March 22, 1886 with:
 (a) THE MENOMINEE AND SAULT STE. MARIE RAILWAY COMPANY
 Incorporated April 20, 1885
 To form: (2)
- (2) **Minneapolis, Sault Ste. Marie and Atlantic Railway Company**
 Incorporated April 13, 1887, a consolidation of (1) and (1a)
 Consolidated June 11, 1888 with:
 (a) THE MINNEAPOLIS AND ST. CROIX RAILWAY COMPANY
 Incorporated September 15, 1883
 (b) THE ABERDEEN, BISMARCK AND NORTHWESTERN RAILWAY COMPANY
 Incorporated February 18, 1879 as:
 (c) THE ORDWAY, BISMARCK AND NORTHWESTERN RAILWAY COMPANY
 Name changed to (b), June 1, 1887
 and,
 (c) THE MINNEAPOLIS AND PACIFIC RAILWAY COMPANY
 Incorporated September 4, 1884
 To form (3)
- (3) **Minneapolis, St. Paul & Sault Ste. Marie Railway Company**
 Incorporated June 13, 1888, a consolidation of (2), (2a), (2b) & (2d).
- (4) **The Rice Lake, Dallas & Menominee Railway Company**
 Incorporated September 9, 1893
 Line: Cameron to Rice Lake sold November 15, 1899 to (3)
 Line: Barron to Ridgeland sold October 1, 1900 to (3)
- (5) **Rice Lake & Northern Railway Company**
 Incorporated March 12, 1901
 Sold February 20, 1902 to (3)
- (6) **Tony & North Eastern Railway Company**
 Incorporated October 6, 1902
 Sold January 9, 1903 to (3)
- (7) **Wisconsin & Northern Railroad Company**
 Incorporated May 23, 1906
 Purchased, May 28, 1906, property only of:
 (a) GREEN BAY, OSHKOSH, MADISON AND SOUTHWESTERN RAILROAD COMPANY
 Incorporated December 21, 1903
 Sold July 31, 1921 to (3)
 The following company was purchased by (3) May 1, 1901
 SUPERIOR, BALSAM LAKE AND SOUTHERN RAILWAY COMPANY
 Incorporated April 14, 1900

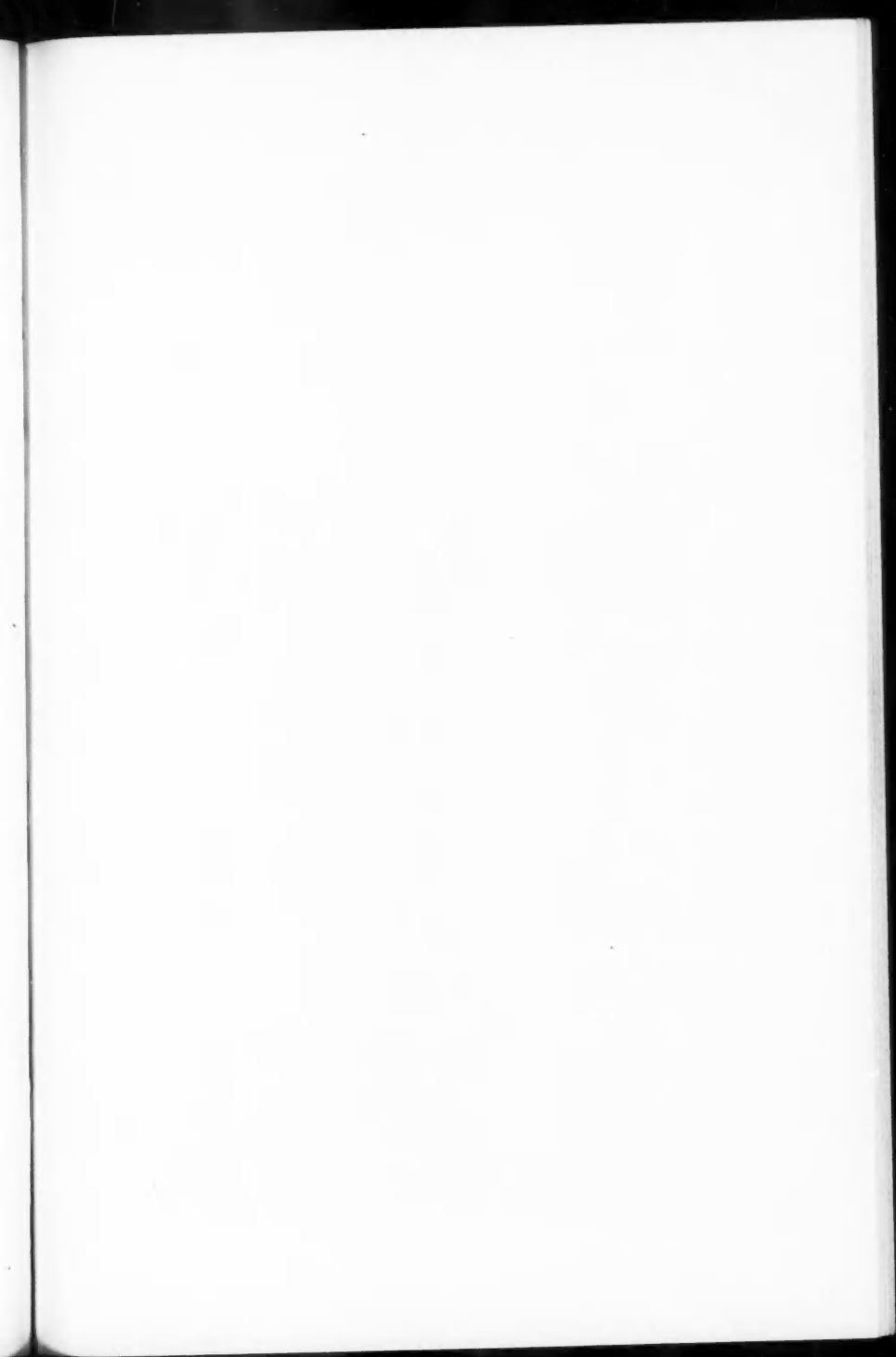
NORTHERN PACIFIC RAILWAY COMPANY

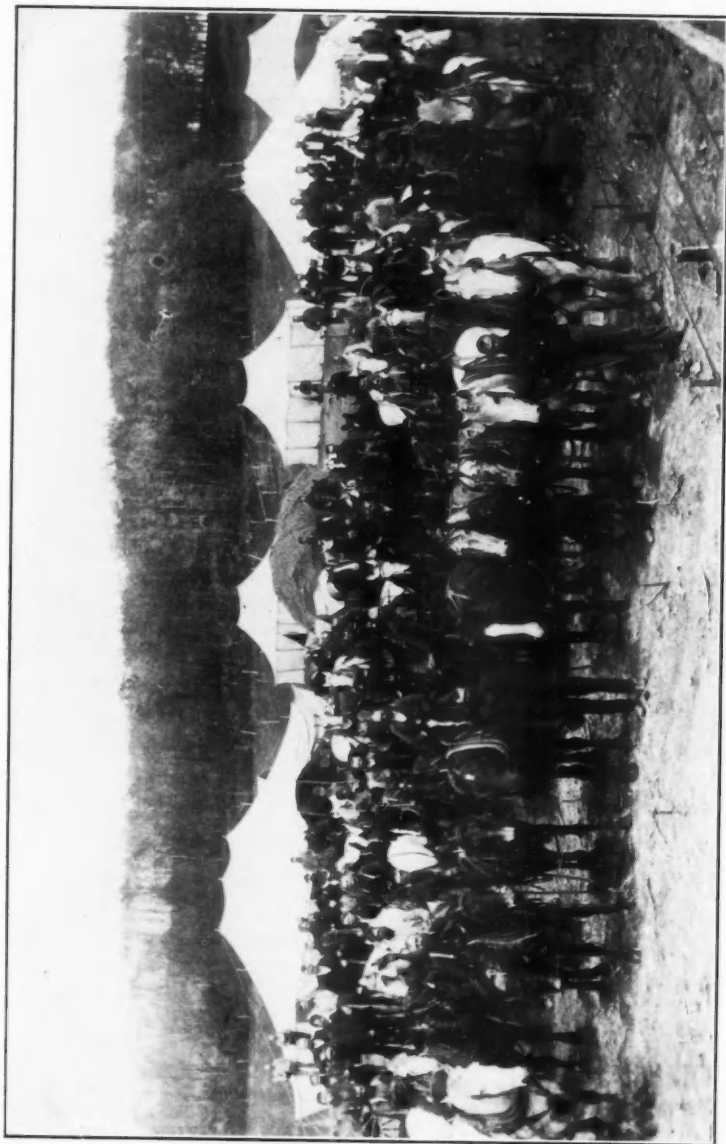
Construction Record—Wisconsin

Year Built	Line	Miles Built	Year's Total
1881	(1) Minnesota State Line (near Wallbridge) to Superior (2nd and Wallace)	14.00	
1881	(1) Superior to Connors Point	4.14	18.14
1882	(1) Superior to Allouez	2.14	2.14
1883	(1) Allouez to Brule	25.22	
1883	(2) St. Croix River to Grantsburg	11.83	37.05
1884	(1) Brule to Ashland	37.30	37.30
1885	(1) West Superior to Minnesota State Line (St. Louis Bay Bridge)	1.50	1.50
1888	(3) West Superior to Minnesota State Line (Grassy Point Bridge)	1.43	
1888	(1) South Superior (Central Avenue) to West Superior	4.56	
1888	(1) Wye Connection at South Superior	0.25	6.24
1891	(1) Wallbridge to Pokegama Bay	3.05	3.05
1892	(2) Extension at Grantsburg	0.05	0.05
1893	(1) Extension at Pokegama Bay	0.06	0.06
1896	(1) Anton to Minnesota State Line (2nd Track, 3.15 miles on Superior-Wallbridge Line)	—	—
1897	(4) Iron River to Washburn	33.78	33.78
1900	(5) Extension at Grantsburg	0.12	0.12
1908	(6) Cadotte Avenue Line, Superior	1.07	1.07
1913	(6) Newton Avenue to Cuyuna Dock	1.96	1.96
1917	(6) Extension at Cuyuna Dock	0.11	0.11
1925	(6) Extension at Cuyuna Dock	0.12	0.12

Abandonments of Above Lines

Year Taken Up	Line	Miles	Year's Total
1892	Part of Main Line at Ashland (Sold)	0.41	0.41
1898	Part of Main Line at Ashland	0.60	0.60
1903	Wallbridge to Pokegama Bay	3.11	3.11
1922	Coda to Washburn	24.60	24.60
1927	Iron River to Coda	9.18	9.18
1935	Part of Connors Point Line	0.08	0.08





C. M. & St. P. Grading Crew Ready for Work near Janesville, 1901.

Courtesy of F. B. Ritzman.

Key to Building Companies (See Column 2, above)

- (1) Northern Pacific Railroad Company
- (2) St. Cloud-Grantsburgh and Ashland Railway Company
- (3) Duluth Short Line Railway Company
- (4) Washburn, Bayfield and Iron River Railway Company
- (5) Saint Paul and Duluth Railroad Company
- (6) Northern Pacific Railway Company

Statistical Record of Growth of N. P. Ry. in Wisconsin

Year	Miles Built	Total Built	Abandoned	Total Abandoned	Net Mileage
1881	18.14	18.14			18.14
1882	2.14	20.28			20.28
1883	37.05	57.33			57.33
1884	37.30	94.63			94.63
1885	1.50	96.13			96.13
1888	6.24	102.37			102.37
1891	3.05	105.42			105.42
1892	0.05	105.47	0.41 (sold)	0.41	105.06
1893	0.06	105.53		0.41	105.12
1897	33.78	139.31		0.41	138.90
1898	—	139.31	0.60	1.01	138.30
1900	0.12	139.43		1.01	138.42
1903	—	139.43	3.11	4.12	135.31
1908	1.07	140.50		4.12	136.38
1913	1.96	142.46		4.12	138.34
1917	0.11	142.57		4.12	138.45
1922	—	142.57	24.60	28.72	113.85
1925	0.12	142.69		28.72	113.97
1927	—	142.69	9.18	37.90	104.79
1935	—	142.69	0.08	37.98	104.71

Note

Of the 104.71 miles operated at the close of 1935, the following are officially classified as other than main track and are deductible:

Connor's Point Line	4.06
Newton Ave. to Cuyuna Dock ..	2.19
Total, deductible	6.25
Net Mileage, Main Track	98.46

Corporate History of Building Companies in Wisconsin

- (1) Northern Pacific Railroad Company

Incorporated July 2, 1864
Deeded to (6), August 18, 1896

- (2) St. Cloud-Grantsburgh and Ashland Railway Company

Incorporated June 13, 1878
Sold, March 2, 1899 to (5)

(3) **Duluth Short Line Railway Company**

Incorporated July 2, 1886

Sold, November 11, 1898 to (5)

(4) **Washburn, Bayfield and Iron River Railway Company**

Incorporated August 6, 1895

Deeded to (6), June 16, 1902

(5) **Saint Paul and Duluth Railroad Company**

Incorporated June 28, 1877

Sold, June 15, 1900 to (6)

(6) **Northern Pacific Railway Company**

Incorporated March 15, 1870 as:

(a) **SUPERIOR AND ST. CROIX RAILROAD COMPANY**

Name changed to (6) July 10, 1896

The following company was acquired by (6) but constructed no railroad in Wisconsin:

CUYUNA DOCK COMPANY

Incorporated November 11, 1912

Sold, August 27, 1915 to (6)

NORTHWESTERN COAL RAILWAY COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1892	(1)	St. Louis River to Omaha Crossing at Allouez.....	11.15	
1892	(1)	Allouez to Coal Docks	1.67	12.82
1899	(2)	Extension on coal dock line	0.83	0.83

Sales of Above Lines

Year Sold	Line	Miles	Year's Total
1899	St. Louis River to Omaha Crossing	11.15	11.15

Key to Building Companies (See Column 2, above)

(1) **Superior Belt Line and Terminal Railway Company**

(2) **Northwestern Coal Railway Company**

Statistical Record of Growth of NW C Ry Co. in Wisconsin

Year Built	Miles Built	Total Built	Miles Sold	Total Sold	Net Mileage
1892	12.82	12.82			12.82
1899	0.83	13.65	11.15	11.15	2.50

Notes

Above data is not official.

Carrier operates coal docks at Superior. Main track mileage provides connection with other carriers.

Corporate History of Building Companies in Wisconsin

(1) Superior Belt Line and Terminal Railway Company

Incorporated August 29, 1890 as:

(a) SUPERIOR TERMINAL AND BELT LINE RAILWAY COMPANY

Name changed to (1) November 9, 1891

Sold all property to (2), September 8, 1894

Purchased 11.15 miles from (2), May 27, 1899

NOTE: See Great Northern Ry. Co. for subsequent history of (1).

(2) Northwestern Coal Railway Company

Incorporated December 21, 1892

Subsidiary of Northwestern Coal Company

OSHKOSH TRANSPORTATION COMPANY

Construction Record—Wisconsin

Terminal Property—No main track mileage.

Owens 4.47 miles of yard tracks and sidings at Oshkosh, most of which were constructed about 1868. Operated by Chicago and North Western Railway Company.

Corporate History of Building Company in Wisconsin

(1) Oshkosh Transportation Company

Incorporated November 4, 1867

Leased to C & N W RY CO, November 26, 1873

ROBBINS RAILROAD COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1898-1904	(1)	Rhineland to Sugar Camp	12.00	
1898-1904	(1)	Logging spurs in vicinity of Sugar Camp	14.17	26.17

Abandonments of Above Lines

Year Taken Up	Line	Miles	Year's Total
1919	Logging spurs in vicinity of Sugar Camp	14.17	14.17
1921	Pine Lake to Sugar Camp	6.00	6.00

Key to Building Company (See Column 2, above)

- (1) Brown-Robbins Railroad Company

Statistical Record of Growth of R R R Co. in Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1898-1904	26.17	26.17			26.17
1919			14.17	14.17	12.00
1921			6.00	20.17	6.00

Corporate History of Building Company in Wisconsin

- (1) Brown-Robbins Railroad Company

Incorporated April 15, 1898

Name changed prior to June 30, 1904 to:

(a) ROBBINS RAILROAD COMPANY

Capital stock acquired by Thunder Lake Lumber Company August 1919.

Notes

Mileage constructed is based on valuation records of Wisconsin Railroad Commission as of June 30, 1910.

Carrier operates on a 36-inch gauge. It is the only narrow-gauge line in Wisconsin.

No record of mileage prior to 1904 but there is evidence that the line was in operation in 1900.

Since 1921, the Thunder Lake Lumber Company has built a 36-inch gauge private logging railroad northeast from Pine Lake, via Virgin Lake, to the headwaters of the Pine River in Forest County.

WINONA BRIDGE RAILWAY COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1891	(1)	East Winona to Minnesota State Line	0.58	0.58

Abandonments of the Above Lines

None

Key to Building Company (See Column 2, above)

(1) Winona Bridge Railway Company

Statistical Record of Growth of W B Ry Co.—Wisconsin

No change in mileage since date of construction 1891: 0.58 miles.

Notes

This company built and operates the Mississippi River bridge at Winona which provides access to that city for the Chicago, Burlington & Quincy Railroad Company and the Green Bay and Western Railroad Company.

The carrier is controlled by the C B & Q R R Co through majority stock ownership. The balance of the stock is held by the G B & W R R Co.

Corporate History of Building Company in Wisconsin

(1) Winona Bridge Railway Company

Incorporated July 14, 1890

WISCONSIN AND MICHIGAN RAILROAD COMPANY

Construction Record—Wisconsin

Year Built	Co.	Line	Miles Built	Year's Total
1862	(1)	Peshtigo to Peshtigo Harbor	8.00	8.00
1893	(2)	Peshtigo to Menominee River (Koss, Mich.)	22.60	22.60
1894	(3)	Miscauno Island to Constine	27.97	27.97
1902	(2)	Twin Creeks west	4.50	4.50
1903	(2)	West of Twin Creeks toward Lake Noquebay	2.00	2.00
1905	(2)	Extension on Lake Noquebay Branch	3.00	3.00
1906	(2)	Extension on Lake Noquebay Branch	1.00	1.00
1907	(2)	Extension on Lake Noquebay Branch	1.95	1.95

Abandonments of Above Lines

Year Taken Up	Line	Miles	Year's Total
1913	Lake Noquebay Branch	12.45	12.45
1918	Miscauno Island to Constine	27.97	
1918	Peshtigo Harbor to Bagley Jct.	14.00	41.97

Key to Building Companies (See Column 2, above)

- (1) Peshtigo Lumber Company
- (2) Wisconsin & Michigan Railway Company
- (3) William Holmes & Son

Statistical Record of Growth of W & M R R Co. in Wisconsin

Year	Miles Built	Total Built	Miles Abandoned	Total Abandoned	Net Mileage
1862	8.00	8.00			8.00
1893	22.60	30.60			30.60
1894	27.97	58.57			58.57
1902	4.50	63.07			63.07
1903	2.00	65.07			65.07
1905	3.00	68.07			68.07
1906	1.00	69.07			69.07
1907	1.95	71.02			71.02
1913		71.02	12.45	12.45	58.57
1918		71.02	41.97	54.42	16.60

Note

The following lines were originally built narrow-gauge, later converted to standard:

Peshtigo to Peshtigo Harbor	8.00
Miscauno Island to Constine	27.97
	<hr/>
	35.97

Corporate History of Building Companies in Wisconsin

(1) Peshtigo Lumber Company

Incorporation date not known

Line: Peshtigo to Peshtigo Harbor sold September 1, 1895 to (2)

This line was a plant facility of the lumber company and was the first railroad built in Wisconsin north of Green Bay.

(2) Wisconsin & Michigan Railway Company

Incorporated October 26, 1893

Reorganized August 5, 1918 as:

(a) WISCONSIN AND MICHIGAN RAILROAD COMPANY

(3) William Holmes & Son

Not incorporated.

Private logging railroad. Originally built narrow gauge; converted to standard gauge prior to date of sale.

Many miles of logging spurs were built and abandoned prior to date of sale

Line: Miscauno Island to Constine sold, June 10, 1904 to:

(a) E. C. EASTMAN, who sold line, June 12, 1905 to:

(b) MISCAUNO & NORTH-WESTERN RAILWAY COMPANY

Incorporated June 7, 1905

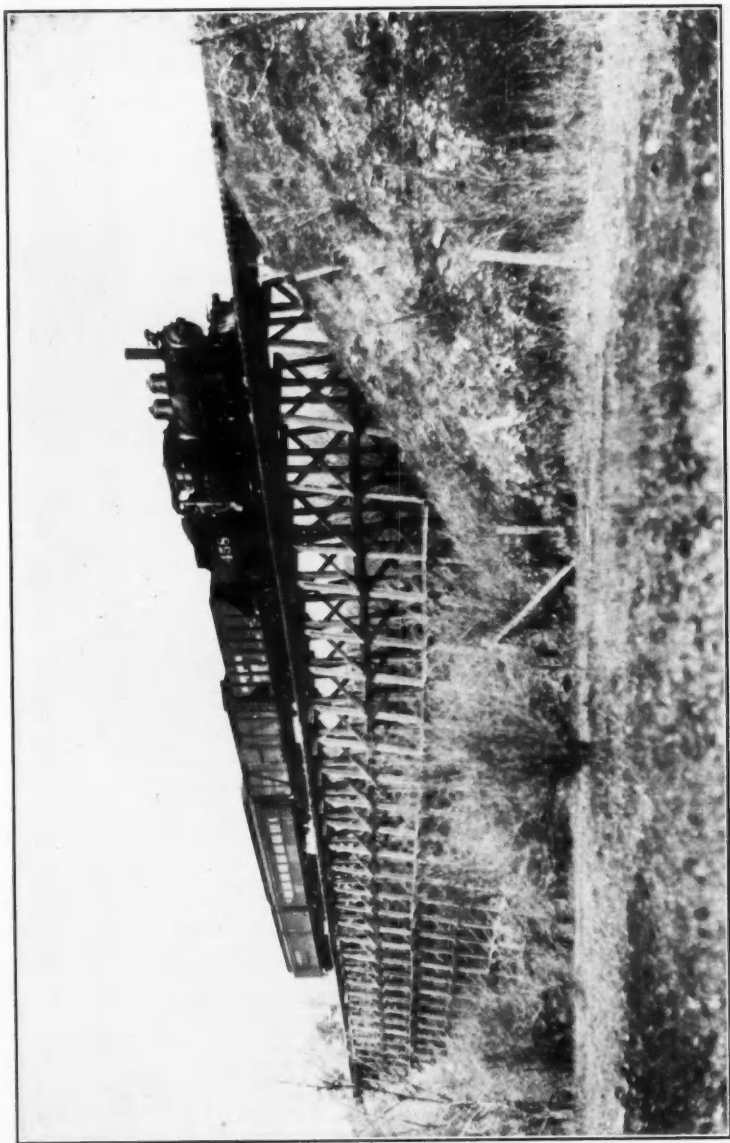
Sold, June 14, 1905 to (2)

THE WISCONSIN CENTRAL RAILWAY COMPANY

Construction Record—Wisconsin

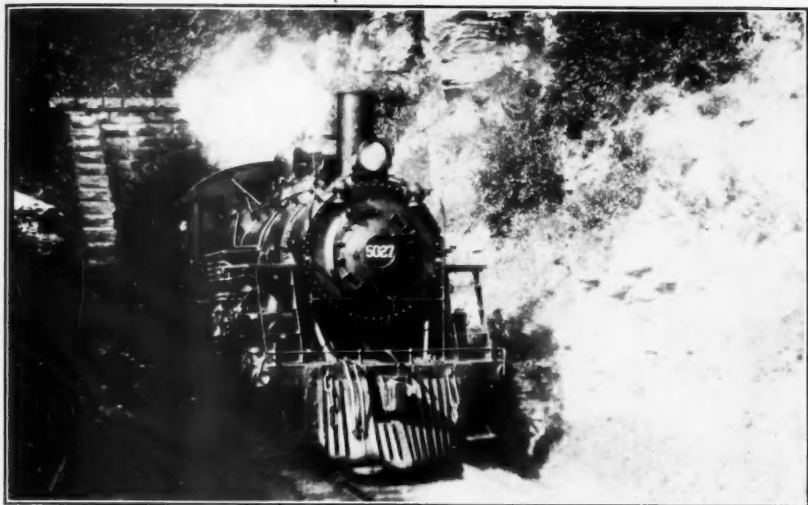
Year Built	Co.	Line	Miles Built	Year's Total
1871	(1)	Menasha to Stevens Point	63.42	63.42
1872	(1)	Stevens Point to Colby	52.93	
1872	(1)	Ashland to Penokee	29.17	82.10
1873	(1)	Colby to Worcester	49.24	
1873	(2)	South Chippewa Falls to Eau Claire	10.25	59.49
1874	(1)	Menasha toward Appleton	2.50	2.50
1875	(1)	Stevens Point to Hancock	27.60	27.60
1876	(1)	Worcester to Butternut	31.82	
1876	(1)	Penokee to Morse	10.70	
1876	(1)	Hancock to Portage	43.15	85.67
1877	(1)	Butternut to Morse	13.45	13.45
1880	(3)	Abbotsford to Chippewa Falls	54.24	54.24
1881	(1)	West of Menasha to Neenah	1.90	
1881	(4)	Packwaukee Jct. to point east	2.80	4.70
1882	(5)	Neenah to Slinger	65.26	
1882	(4)	East of Packwaukee Jct. to Montello	4.87	70.13
1883	(1)	Chelsea to Rib Lake	5.33	
1883	(2)	Chippewa Falls to Central Jct.	1.99	7.32
1884	(6)	St. Croix Jct. to Minnesota State Line	77.80	77.80
1886	(2)	Central Jct. to Chippewa Jct.	1.69	
1886	(7)	Slinger to Illinois State Line	65.96	67.65
1887	(8)	Mellen to Michigan State Line (Hurley)	26.69	
1887	(1)	Ashland Ore Dock Line	2.11	28.80
1889	(9)	Abbotsford to Athens	14.85	14.85
1890	(10)	Marshfield to Port Edwards	29.11	
1890	(1)	Eau Claire Terminal	0.31	29.42
1891	(1)	Marshfield to Greenwood	22.44	22.44
1896	(5)	Hilbert Jct. to Manitowoc	27.33	
1896	(11)	Port Edwards to Nekoosa	3.54	30.87
1899	(12)	Goodrich Jct. to Goodrich	10.39	10.39
1905	(13)	Luger Jct. to Lugerville	5.23	5.23
1906	(14)	Owen to Ladysmith	45.64	45.64
1908	(15)	Ladysmith to South Superior (57th St.)	102.20	102.20
1909	(15)	So. Superior to Superior (Ogden & Winter)	5.44	
1909	(15)	High Bridge and White River Relocations	2.45	7.89

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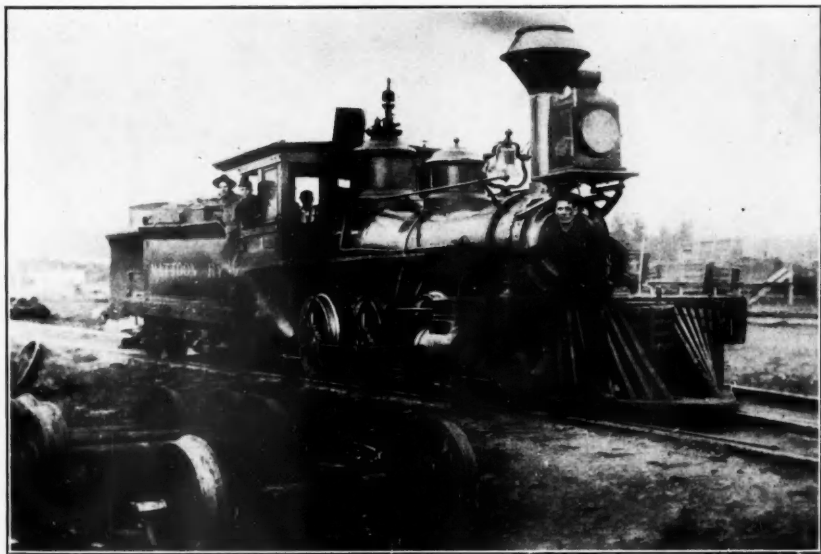


Courtesy of F. B. Ritzman.

On the Ill. Cent. Dodgeville, Wis. to Freeport, Ill. Branch. Note Old Type of Bridge.

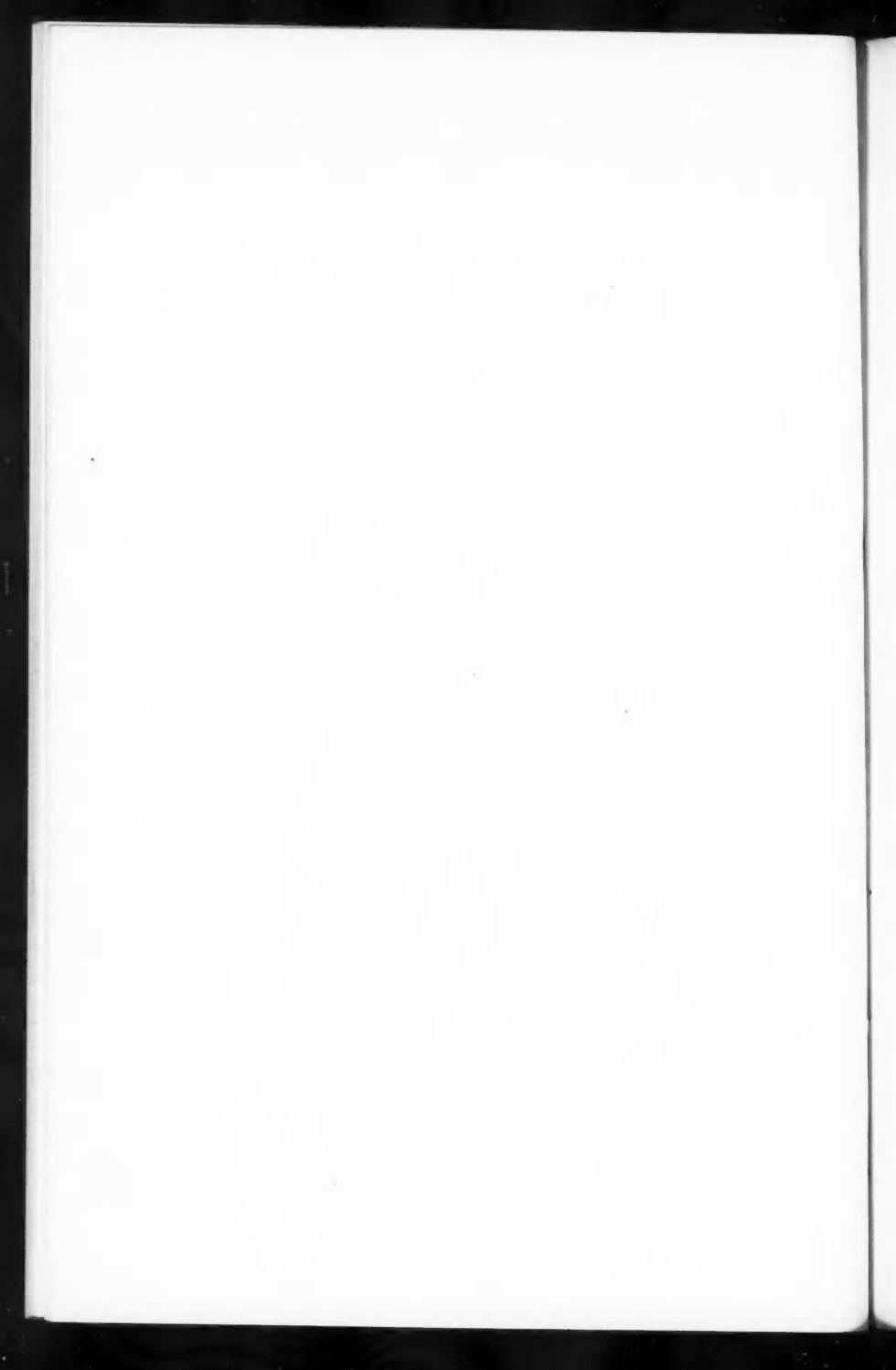


III. Cent. Tunnel R-40 about 25 miles South of Madison. Courtesy of F. B. Ritzman.



Mattoon Ry. #1, 2-6-0, Standard Gauge.

Courtesy of F. A. Cole.



Year Built	Co.	Line	Miles Built	Year's Total
1910	(15)	Spencer to Owen	19.90	
1910	(15)	Howard to Colfax (Relocation)	10.86	
1910	(15)	New Richmond to Minnesota State Line	10.48	
1910	(15)	Downing to Cylon (North Line)	14.64	55.88
1913	(15)	Withee Relocation	0.90	0.90
1918	(15)	Chippewa Falls Relocation	4.99	4.99

Abandonments of Above Lines

Year Taken Up	Line	Miles	Year's Total
1881	Old Line west of Menasha	1.04	1.04
1889	South Chippewa Falls to Chippewa Jct.	2.79	2.79
1897	Menasha toward Appleton	2.50	2.50
1909	High Bridge and White River Relocations	2.47	2.47
1910	Howard to Colfax	13.41	
1910	New Richmond to Minnesota State Line	12.80	26.21
1913	Withee Relocation	1.83	1.83
1918	Chippewa Falls Relocation	4.40	
1918	St. Croix Jct. to Central Jct.	0.51	4.91
1933	Goodrich Jct. to Goodrich	10.39	10.39
1934	Abbottsford to Curtiss	5.01	5.01

Key to Building Companies (See Column 2, above)

- (1) Wisconsin Central Railroad Company
- (2) The Chippewa Falls and Western Railway Company
- (3) Wisconsin and Minnesota Railroad Company
- (4) Packwaukee and Montello Railroad Company
- (5) Milwaukee and Lake Winnebago Railroad Company
- (6) Minnesota, Saint Croix and Wisconsin Railroad Company
- (7) Chicago, Wisconsin and Minnesota Railroad Company
- (8) Penokee Railroad Company
- (9) The Abbottsford and Northeastern Railroad Company
- (10) Marshfield and Southeastern Railroad Company
- (11) Port Edwards, Centralia and Northern Railway Company
- (12) Upham Manufacturing Company
- (13) Luger Lumber Company
- (14) Owen and Northern Railway Company
- (15) The Wisconsin Central Railway Company

Notes

Original location west of Menasha was via C & N W bridge over the Fox River. Line from Menasha toward Appleton was originally projected through to a point on the south side of the Fox River at the latter point but line was never completed.

In 1884 a joint line was built from Central Jct. to South Chippewa Falls, 1.63 miles, in conjunction with C M & St P. (see CMSTP&P)

Wisconsin Central Railroad Company leased The Milwaukee and Northern Railway Company from November 30, 1873 to July 31, 1880 and The Menasha and Appleton Railway Company from July 12, 1879 to July 31, 1880.

In 1899 The Wisconsin Central Railway Company bought a one-half interest in the line of the C. M. & St. P. Ry. Co. from Hilbert to Neenah, 15.80 miles.

From April 1, 1890 to August 15, 1893 the several Wisconsin Central Lines were leased to the Northern Pacific Railroad Company.

April 1, 1909 The Wisconsin Central Railway Company was leased to M. St. P. & St. Ste. M. Ry. Co. for a period of 999 years.

The Wisconsin Central Railway Company has trackage rights over the C. M. St. P. & P. R. R. Co. between Rugby Jct. and Milwaukee.

Statistical Record of Growth of Wisconsin Central Ry. Co.—Wisconsin

Year	Miles Built	Total Built	Abandoned	Total Abandoned	Net Mileage
1871	63.42	63.42			63.42
1872	82.10	145.52			145.52
1873	59.49	205.01			205.01
1874	2.50	207.51			207.51
1875	27.60	235.11			235.11
1876	85.67	320.78			320.78
1877	13.45	334.23			334.23
1880	54.24	388.47			388.47
1881	4.70	393.17	1.04	1.04	392.13
1882	70.13	463.30		1.04	462.26
1883	7.32	470.62		1.04	469.58
1884	77.80	548.52		1.04	547.38
1886	67.65	616.07		1.04	615.03
1887	28.80	644.87		1.04	643.83
1889	14.85	659.72	2.79	3.83	655.89
1890	29.42	689.14		3.83	685.31
1891	22.44	711.58		3.83	707.75
1896	30.87	742.45		3.83	738.62
1897	—	742.45	2.50	6.33	736.12
1899	10.39	752.84		6.33	746.51
1905	5.23	758.07		6.33	751.74
1906	45.64	803.71		6.33	797.38
1908	102.20	905.91		6.33	899.58
1909	7.89	913.80	2.47	8.80	905.00
1910	55.88	969.68	26.21	35.01	934.67
1913	0.90	970.58	1.83	36.84	933.74
1918	4.99	975.57	4.91	41.75	933.82
1933	—	975.57	10.39	52.14	923.43
1934	—	975.57	5.01	57.15	918.42

Corporate History of Building Companies in Wisconsin

(1) Wisconsin Central Railroad Company

Incorporated July 10, 1871, a consolidation (July 10, 1871) of:

(a) MANITOWOC AND MINNESOTA RAILROAD COMPANY

Incorporated March 6, 1868

and,

(b) WISCONSIN CENTRAL RAILROAD COMPANY

Incorporated December 5, 1870 as:

(c) PORTAGE, WINNEBAGO AND SUPERIOR RAILROAD COMPANY

Incorporated December 5, 1870

Name changed to (b), date unknown.

(c) was a consolidation (December 5, 1870) of:

(d) PORTAGE, STEVENS POINT AND SUPERIOR RAILROAD COMPANY

Incorporated March 16, 1870

and,

(e) PORTAGE, WINNEBAGO AND SUPERIOR RAILROAD COMPANY

Incorporated May 24, 1869, a consolidation, (May 24, 1869) of:

(f) WINNEBAGO AND SUPERIOR RAILROAD COMPANY

Incorporated April 6, 1866

and,

(g) PORTAGE AND SUPERIOR RAILROAD COMPANY

Incorporated April 9, 1866

Sold, June 30, 1899 to reorganization managers acting in behalf of (15)

(2) The Chippewa Falls and Western Railway Company

Incorporated July 25, 1873

Sold, May 31, 1888 to (6)

(3) Wisconsin and Minnesota Railroad Company

Incorporated August 7, 1879

Sold May 31, 1888 (effective July 1, 1888) to:

(a) WISCONSIN CENTRAL COMPANY

Incorporated June 17, 1887

Deeded to (15), June 30, 1899

(4) Packwaukee and Montello Railroad Company

Incorporated July 14, 1881

Sold, July 13, 1899 to (15)

(5) Milwaukee and Lake Winnebago Railroad Company

Incorporated March 24, 1882

Sold, July 13, 1899 to (15)

(6) Minnesota, Saint Croix and Wisconsin Railroad Company

Incorporated June 28, 1884, a consolidation (June 28, 1884) of:

(a) ST. CROIX AND CHIPPEWA FALLS RAILROAD COMPANY

Incorporated March 15, 1884

and,

(b) ST. PAUL AND ST. CROIX RAILROAD COMPANY
Incorporated April 4, 1884
Deeded, May 31, 1888 (as of June 30, 1888) to (3a)

(7) Chicago, Wisconsin and Minnesota Railroad Company

Incorporated August 19, 1885
Acquired June 30, 1888:
(a) CHICAGO, WISCONSIN AND NORTHERN RAILROAD COMPANY
Incorporated March 27, 1884
Sold, July 13, 1899 to (15)

(8) Penokee Railroad Company

Incorporated September 1, 1866
Sold, May 31, 1888 (Effective June 30, 1888) to (3a)

(9) The Abbottsford and Northeastern Railroad Company

Incorporated April 15, 1889
Sold, January 29, 1910 to (15)

(10) Marshfield and Southeastern Railway Company

Incorporated February 14, 1896
Sold May 1, 1901 to (15)

(11) Port Edwards, Centralia and Northern Railway Company

Incorporated January 23, 1890
Deeded to (10), February 14, 1896

(12) Upham Manufacturing Company

No information. Not a common carrier. Timber operator.

(13) Luger Lumber Company

No information. Not a common carrier. Timber operator.

(14) Owen and Northern Railway Company

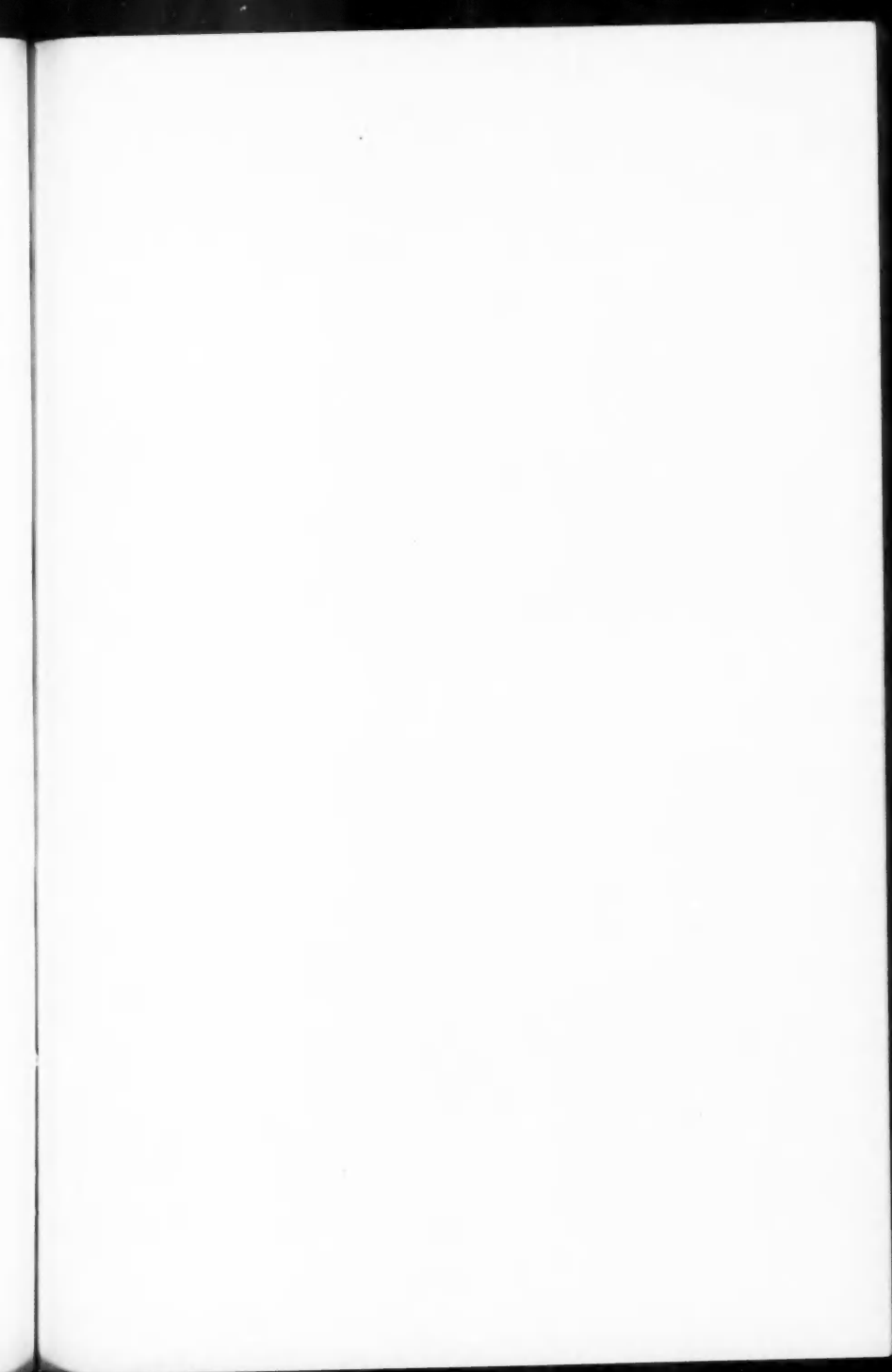
Incorporated May 24, 1904
Sold, June 11, 1906 to (15)

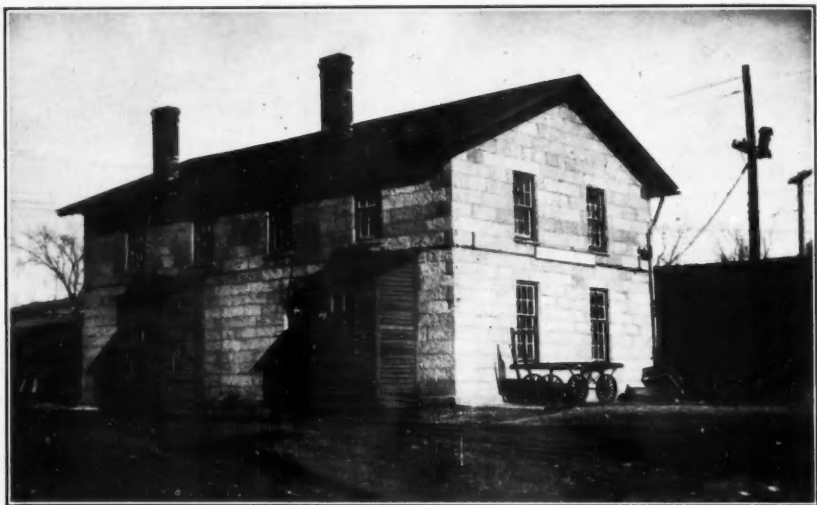
(15) The Wisconsin Central Railway Company

Incorporated December 30, 1897

The following company constructed no railroad in Wisconsin:

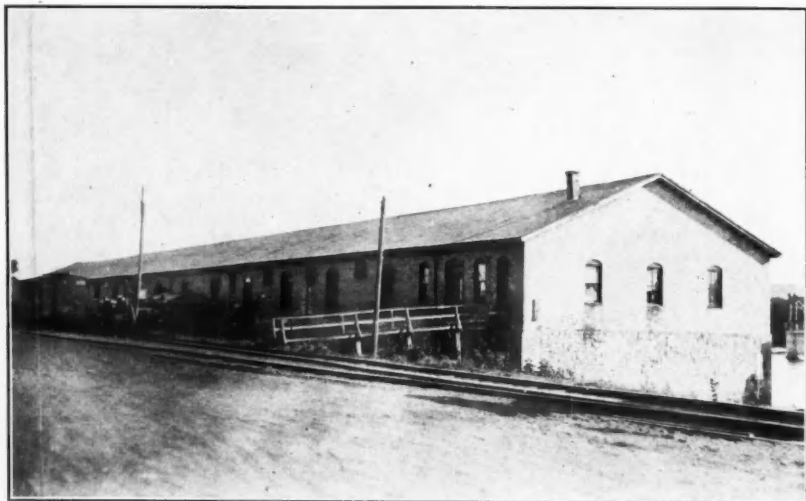
LAKE SUPERIOR & SOUTHEASTERN RAILROAD COMPANY
Incorporated October 8, 1904
Sold, June 11, 1906 to (15)





Courtesy of F. B. Ritzman.

Mineral Pt., Wis. One of the Oldest Railroad Stations in Upper Miss. River Valley. Built by Mineral Pt. Ry. 1857, of Native Sandstone.



Courtesy of F. B. Ritzman.

Old Freight Depot at Prairie du Chien. Used as a Depot for River Freight and Headquarters of Two Fur Companies.

COMMON-CARRIER RAILROADS ABANDONED AND TAKEN UP IN WISCONSIN 1936

Chicago & North Western Railway Company

Marathon City to Rib Falls	4.75 miles
Jeffris Jct. to Jeffris	2.11
Parrish to Paines Spur	1.70
	8.56

Chicago, St. Paul, Minneapolis & Omaha Railway Company

Hannibal to Hughey	4.19
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Minneapolis, St. Paul & Sault Ste. Marie Railway Company

Rice Lake to Birchwood	16.58
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APPENDIX "A"

Private Logging Railroads in Wisconsin

*Believed to be operating in 1936.
With towns where sawmills are
located and counties in which logging
railroads are operated.*

1. Bissell Lumber Company, Ladysmith
(Rusk and Sawyer Counties)
2. Brooks & Ross Lumber Company, Schofield
(Shawano and Iron Counties)
3. Connor Lumber & Land Company, Laona
(Forest and Florence Counties)
4. Dells Paper & Pulp Company, Eau Claire (no mill; logs sold)
(Ashland and Iron Counties)
5. Goodman Lumber Company, Goodman
(Marinette, Forest and Florence Counties)
6. Edward Hines Hardwood and Hemlock Company, Park Falls
(Sawyer, Price and Iron Counties)
7. Holt Lumber Company, Oconto
(Oconto County)
8. Menominee Bay Shore Lumber Company, Soperton
(Florence County)
9. Oconto Company, Oconto
(Oconto County)
10. Rib Lake Lumber Company, Rib Lake
(Taylor and Lincoln Counties)
11. Roddis Lumber & Veneer Company, Park Falls
(Price, Ashland and Iron Counties)
12. Stange Lumber Company, Merrill
(Lincoln and Vilas Counties)
13. Thunder Lake Lumber Company, Rhinelander
(Oneida, Forest and Vilas Counties)
14. West Lumber Company, Lugerville
(Price and Sawyer Counties)
15. Yawkey-Bissell Lumber Company, White Lake
(Forest and Langlade Counties)

APPENDIX "B"

Abandoned Common-Carrier Railroads in State of Wisconsin

1. Ashland, Odanah & Marengo Railway Company
2. Ashland, Siskowit & Iron River Railroad Company
3. Bayfield Harbor & Great Western Railroad Company
4. Bayfield, Lake Shore & Western Railroad Company
5. Bayfield, Superior & Minneapolis Railway Company
6. Bayfield Transfer Railway Company
7. Bayfield Western Railway Company
8. Big Falls Railway Company
9. Cady Mills Railroad Company
10. Chicago & Lake Superior Railway Company
11. Chippewa River & Northern Railway Company
12. Chippewa Valley & Northern Railway Company
13. Crescent Springs Railroad Company
14. Delco & Northern Railroad Company
15. Drummond & Southwestern Railroad Company
16. Dunbar & Wausaukee Railway Company
17. Fairchild & Northeastern Railway Company
18. Glenwood & Northern Railroad Company
19. Glidden & Southwestern Railroad Company
20. Goodyear, Neillsville & Northern Railway Company
21. Hawthorn, Nebagamon & Superior Railway Company
22. Hazelhurst & Southeastern Railway Company
23. Wm. Holmes & Son Logging Railroad
24. La Crosse & Southeastern Railway Company
25. Lake Shore & Eastern Railway Company
26. Lincoln & Oneida County Railroad Company
27. Marathon County Railway Company
28. Marshfield & Texas Railroad Company
29. Mattoon Railway Company
30. Milwaukee, Bay View & Chicago Railroad Company
31. Mineral Lake & Western Railroad Company
32. Mineral Point & Northern Railway Company
33. Minneapolis, St. Paul & Ashland Railroad Company
34. Prairie Farm & Southwestern Railway Company
35. St. Croix & Duluth Railway Company
36. South Range Narrow Gauge Railroad Company
37. Stanley, Merrill & Phillips Railway Company
38. Superior & Southeastern Railway Company
39. Unity & Northwestern Railroad Company
40. Wabeno, Otter Lake & Eastern Railway Company
41. Washburn & Northwestern Railroad Company
42. Whitcomb & Morris Railway Company
43. Wisconsin Northwestern Railway Company
44. Wisconsin, Ruby & Southern Railway Company
45. Wood County Railroad Company

APPENDIX "C"

Sources of Information

Individuals:

Mr. A. F. Blaess, Chief Engineer, Illinois Central System
Mr. Bernard Blum, Chief Engineer, Northern Pacific Ry. Co.
Mr. J. R. W. Davis, Chief Engineer, Great Northern Ry. Co.
Mr. E. H. Dresser, Chief Engineer, Interstate Transfer Ry. Co.
Mr. C. H. Grundy, General Superintendent, M. T. & W. R. R. Co.
Mr. F. S. Halladay, Chief Engineer, Green Bay & Western System
Mr. C. T. Jackson, Assistant to Chief Engineer, The Milwaukee Road
Mr. J. A. Lorch, Valuation Engineer, Chicago & Northwestern Ry. Co.
Mr. J. D. Mylrea, President, Robbins R. R. Co.
Mr. A. W. Newton, Chief Engineer, C. B. & O. R. R. Co.
Mr. W. H. Penfield, Chief Engineer, The Milwaukee Road
Mr. C. M. Sherwood, General Manager, Ettrick R. R. Co.
Mr. C. E. Schreiber, Railroad Statistician, Public Service Commission of Wisconsin
Mr. R. R. Strother, Assistant Chief Engineer, C. St. P. M. & O. Ry. Co.
Mr. W. H. Wright, Vice-President, Wisconsin & Michigan R. R. Co.
Mr. E. A. Whitman, formerly Chief Engineer (now General Manager) Soo Line System.

Publications:

Interstate Commerce Commission: Valuation Reports
Annual Reports, 1890-1934
Railroad Commissioner of Wisconsin: Reports
Railroad Commission of Wisconsin: Biennial Reports
Railway Age: Files, 1880-1936
W. H. Stennett: Yesterday & Today, a History of the Chicago and North Western Railway Company (1910)
John Carey: Organization and History of C. M. & St. P. Ry. Co. (1894)
F. X. Johnson: A Record of Development of the Milwaukee Road (1935).

Compiler's Note:

The compiler has gone to considerable effort to insure the accuracy and completeness of the foregoing record but, nevertheless, it is to be expected that there are some errors or omissions. He will appreciate communications concerning corrections or additions.





